The Sea People

- Ruth's Diary
- Cat Corners
- Tangaroa MkIV Cruising Report
- Bruce Numbers
- TIKI 21 Long Term Report
- UK Summer Meet

No 30

October 1996

The Sea People

Magazine of the Polynesian Catamaran Association

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Front Cover Photo
About to leave...Martin Grout off to Spain, spring 1996

Rear Cover Cartoon
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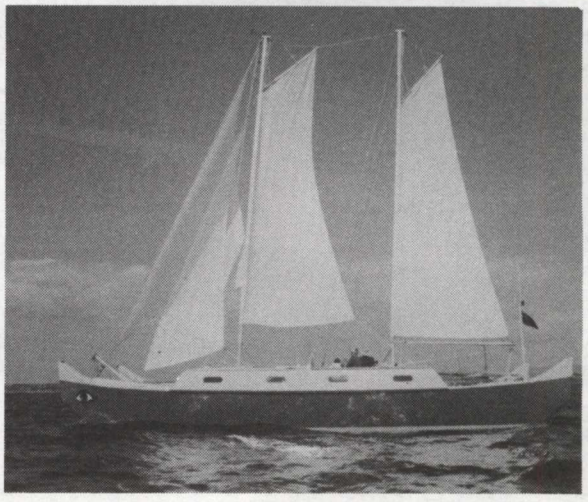

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RUTH'S DIARY

Fiji Islands

Ruth Wharram continues her diary of the exploits of the cruise of "Spirit of Gaia" in the Polynesian South Seas.

23.5.96

"Sailing at last", as Hanneke wrote in our Logbook yesterday, though we had left New Zealand a week ago, sailed already 700 miles and are only about 400 miles away from Fiji, but for 5 days we had been really just enduring a hard and stormy, mainly windward passage. So, it is also for me only now: "Writing at last.'"

After the Waka Moana Symposium in New Zealand, where James was one of the speakers, while still at the National Maritime Museum with all its facilities, we spent 3 weeks getting SPIRIT OF GAIA and everything ready. Hanneke made a wonderful cockpit cover of PVC over our original split bamboo one, easy to open fore and aft and with visibility all round. Half of the deck awning is ready to cover GAIA from the centre to the end of the galley with the big hatch open. The other half will follow later. James also wanted to make a junk rig to use with a short handed crew. The sails are cut out and stitched together, the bamboos for the battens selected, cut and halved for fitting, but this job could not be finished as time was getting short.

Lew, our New Zealand friend and neighbour of Don Brazier, who had also looked after GAIA, while we were in England, came with us. He is an experienced multihull sailor and knows the Fiji Islands pretty well. Another crew member had 'found us'. Freya Mackenzie, a young Canadian girl on holiday in New Zealand, recognized us, as her father has one of our PAHI 31 designs. She asked whether she could sail with us. So, with the extra 2 crew, there was no rush to finish the junk sails. It was more important to get the boat ready for a perhaps stormy trip to Fiji, as Don Brazier had a 6Oknot wind on his return trip from Fiji to New Zealand; another friend 5Oknot winds there and back.

The much debated New Zealand Inspection, which has caused many yachts to boycott New Zealand, had to be arranged, not to forget Immigration and Customs, especially as they had confiscated several tins of our precious and expensive Algrip antifouling paint. We were not allowed to use them in New Zealand. Only local products must be used. Still, we could take them back, but had to collect them again.All this takes time, and it was not before May the 16th, SPIRIT OF GAIA's birthday, that we set sail for Fiji.

Fiji, 21.6.96

One month has gone by since I started the above, for there were too few moments on the trip to Fiji that I wanted to write more. How I missed the beautiful days and night watches of the Atlantic and first Pacific crossings. In contrast, this was a hard 10 day voyage with average wind speeds of 25 knots and a day and night of 40-47knots, mostly with the wind on, or before, the beam. It was one of our hardest and wettest trips so far.

Nor has Suva shown itself to be a tropical paradise, for during the two weeks of our stay there, due to an almost stationary Low to the North and a Ridge of High pressure to the South of us, half of the time we had torrential rains. However, the Royal Suva Yacht Club made up for it; a sheltered anchorage, facilities such as bar, showers, washing machines, fax and photocopying, night clubs entertainments, helpful and friendly people, at a cost of $ 30 (approx. £15) a week per boat. Of course the bureaucracy, as well as the expensive and time consuming officialdom is something else. It cost us about £100 for health, customs and immigration clearance. Also, unless you come from New Zealand, as we did, all fresh fruit and vegetables are taken away. However, this is the same when you enter New Zealand and understandable, as they want to keep plant and animal diseases out of their countries.

Unfortunately, we could not get the permit to visit the Lau group of islands, where the president lives, in spite of the numerous connections we had with many even influential people actually coming from there. No one got a permit this year. But these are the only islands where people still sail outrigger canoes and even druas, the large double-hulled sailing canoes, one of which we saw in the Fiji Museum of Suva.

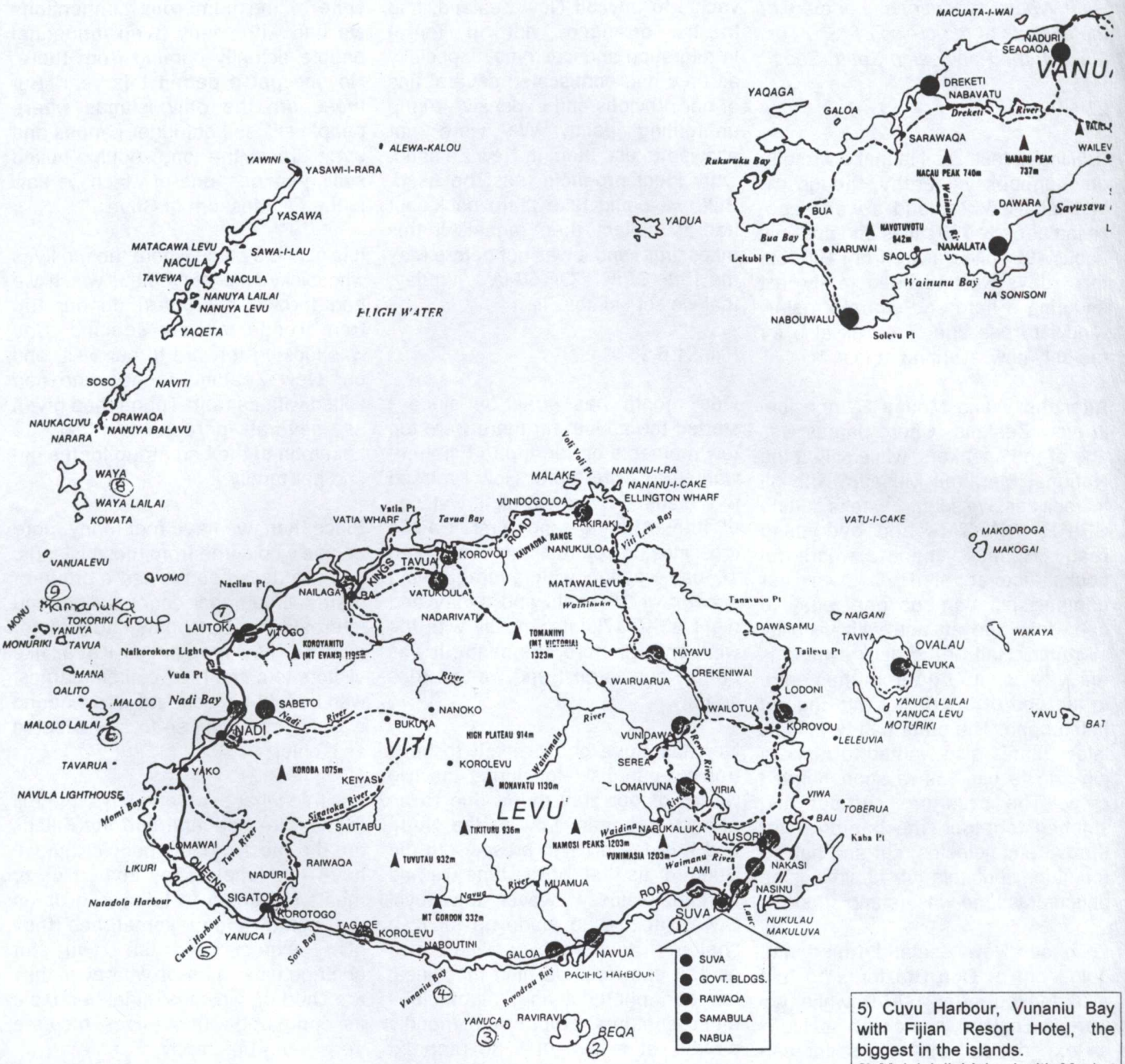
It is also the place where the girl lives who picked up our bottle, which we had thrown overboard on our trip from Tonga to New Zealand. She was looking forward to our visit, and our New Zealand friend, who had sailed with us from Tonga, had given us several parcels to take to Lakemba of the Lau group for the girl and her family.

Since then, we have met many more people who come from these islands, and two days ago we had a group of them, all outrigger canoe sailors and interested in our boats, aboard for dinner. They brought us Kava, like visitors to a chief. Of course, James, who bought himself and was wearing a 'Sulu', has been so to say adopted as a chief!

It is true what everyone says; the Fiji Islands are beautiful and the Fijians are the most friendly people that we have ever met. They invited us to meals or cook it to bring it to us on the boat. though sometimes they also expect or ask you for contributions, gifts or whatever they are short of, which is understandable as, compared with our lives, they are very poor - but happy.

In Suva we met our first Fijian family, when Jamie had been offered some juice at the market. They invited us to Sunday lunch in their very simple home. They came from the outer islands but had moved temporarily to Suva for the sake of their children's education.
However, the food was very good, and it was there that we were introduced to the famous Kava (Yaqona) ceremony. Kava is prepared by mixing the ground kava powder with water in a solid wooden bowl (Tanoa) and passed around in a

FIJI ISLANDS



Explanation of chart:

1) Suva

3) Vaga Bay, West of Yanuca Island where we had the terrible squalls and torrential rain.

2) Beqa, home of the firewalkers and where they dive for sea cucumbers for the Japanese market. They cooked for us, but we had to provide the corned beef, which they cook in Kasawa leaves in an earth oven.

4) Vunaniu Bay, where we were visited by the chief and the children singing English songs.

5) Cuvu Harbour, Vunaniu Bay with Fijian Resort Hotel, the biggest in the islands.

6) Malololailai Island with Musket Cove.

7) Lautoka.

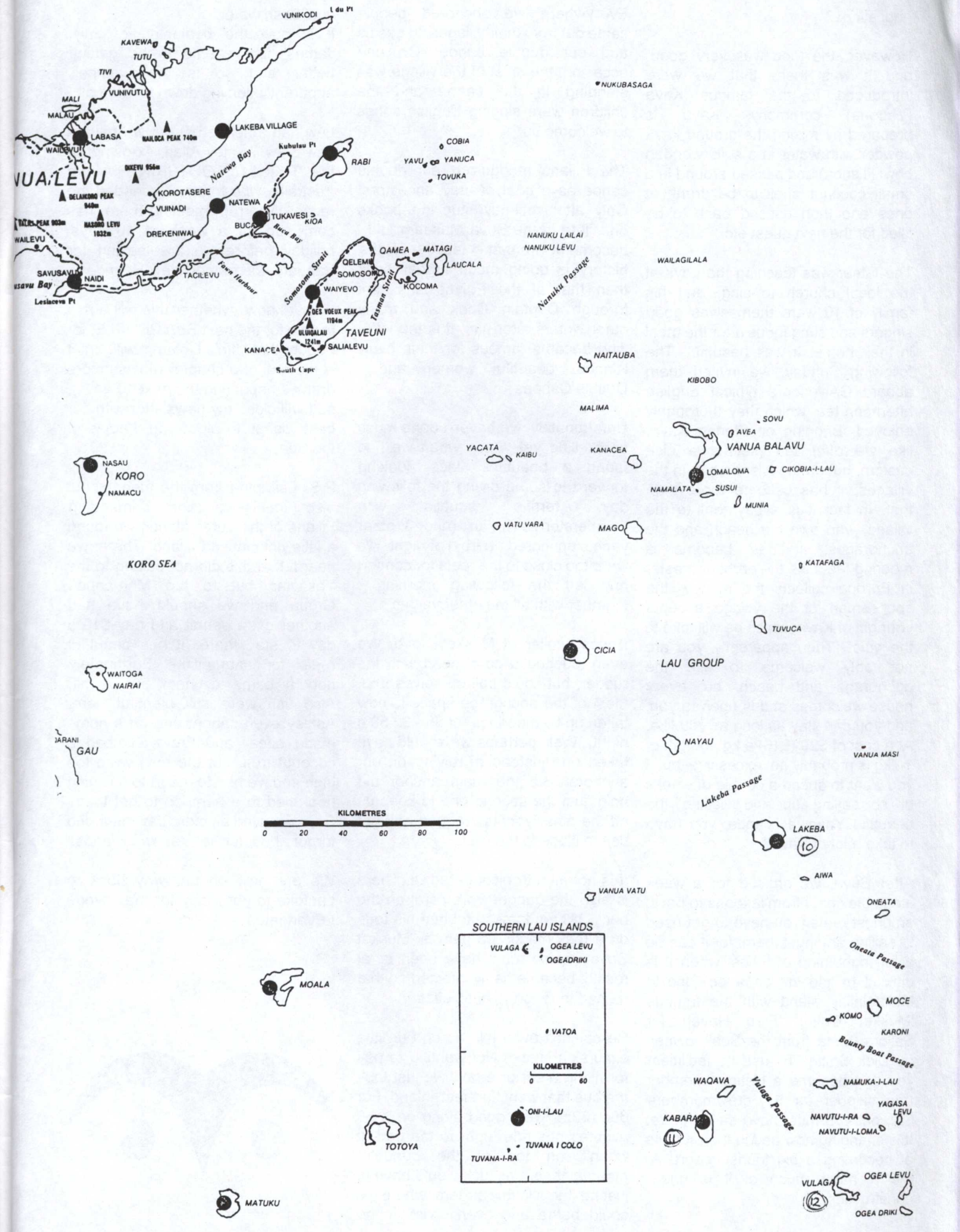
8) Waya Islands (Yasawa Group)

9) Vanualailai Island of the Mamanuca Group.

10-12) Lau Group Islands we were not allowed to visit:

10) Lakeba, where the girl, who found the bottle, lives,

11 and 12) Kabara and Fulaga where they still sail outrigger canoes.


VUNIKODI
KAVEWA
TUTU
TIVI
VUNIVUTU
MALI
MALAU
LABASA
NAILOCA PEAK 740m
LAKEBA VILLAGE
WAILEVU
DKEVU 956m
VUA LEVU
DELAKOBO PEAK 940m
NASORO LEVU 1032m
KOROTASERE
VUINADI
NATEWA
TUKAVESI
KIOA
BUCA
Bucu Bay
DREKENIWAI
Natewa Bay
Kubulau Pt
RABI
COBIA
YAVU
YANUCA
TOVUKA
NUKUBASAGA
NANUKU LAILAI
NANUKU LEVU
WAILAGILALA
Nanuku Passage
SAVUSAVU
Savusavu Bay
NAIDI
Lesiaceva Pt
TACILEVU
Town Harbour
Somosomo Strait
QELEMI
SOMOSOMO
WAIYEVO
QAMEA
MATAGI
LAUCALA
KOCOMA
Tasman Strait
DES VOEUX PEAK 1194m
BLUIGALAU 1241m
TAVEUNI
KANACEA
SALIALEVU
South Cape
NAITAUBA
KIBOBO
MALIMA
SOVU
AVEA
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YACATA
KAIBU
KANACEA
LOMALOMA
CIKOBIA-I-LAU
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LAKEBA
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11
TOTOYA
TUVANA I COLO
TUVANA-I-RA
VULAGA
OGEA LEVU
12
OGEA DRIKI
MATUKU

education.

However, the food was very good, and it was there that we were introduced to the famous Kava (Yaqona) ceremony. Kava is prepared by mixing the ground kava powder with water in a solid wooden bowl (Tanoa) and passed around in a small coconut shell to be drunk at once and then passed back to be filled for the next guest etc.

The father was teaching the boys at the local church to sing, and his family of 10 were themselves good singers and sung for us after the meal in their home. It was beautiful. The following Sunday, we invited them aboard GAIA for a typical English afternoon tea, which they thoroughly enjoyed. Bringing or offering Kava, like we offer tea, seems a nice custom, but on the islands and in the villages, it has become more than that. In fact it is a payment to the village, who own the beach and the anchorages. It has become a mooring fee. Like the harbour master in Europe collects the money, the spokesman of the village accepts your gift of Kava, which he will take to the chief. Then apparently you are not only welcome to use the anchorage and beach, but every house welcomes and is open to you, and you can stay as long as you like. At a cost of $20 (£10) a kg. the gift of 1/2kg is probably not excessive, but if you want to spend a couple of weeks or so sailing up and visiting the beautiful Yasawa Islands, you have to take a lot of Kava!!.

After Suva, we cruised for a week along the coast from lagoons to bays, amongst reefs (you have to get used to sailing amongst them, for it can be a bit frightening at times, when it is difficult to find the entrance) and to Malololailai Island with the famous 'Musket Cove' "Fiji's Haven for Sailors home from the Sea", owned by Dick Smith. To use its facilities, you can become a lifetime member (the skipper for $1, crewmembers $5), but you must have sailed there. It is changing now and in the process of becoming a big tourist resort. At the moment much of it is under construction.

Everywhere we anchored people came out from their villages, to see us and our double canoe. On one occasion, the chief of the village was standing in the canoe and the children were singing English songs to welcome us.

The Fijians recognized our double canoe as a boat of their ancestors. Only after recently studying books and data in the Suva Museum, did I become aware that in fact the Fijians' history is going much further back than that of the Polynesians, but through Captain Cook and many other writers after him, it is the latter who became famous for their lovely islands, beautiful women and - Double Canoes.

Unfortunately, we haven't done much snorkelling yet. Once when we had found a beautiful place, looking forward to some diving the following day, terrific squalls with thunderstorms hit us (and 3 other yachts anchored nearby) at night. We were too close to the reefs for comfort and left the following morning - together with all the other yachts.

It was similar at Musket Cove. We even touched a coral head with the rudder, but could pull ourselves free. Most of the anchorage space is now taken up by moorings (at $5 - £2.50 a night). Well, perhaps we should have taken one instead of relying on our anchors. But the main anchor did hold, just the second one to keep us off the other yachts dragged and got us too close to the reef.

It is not all a tropical paradise. There is also the danger from coral on the body. When James stubbed his toes on a rock marking a path at 'Musket Cove', which must have been coral rock, it became badly infected so that he had to resort to antibiotics.

He couldn't even join us on our little excursion inland. Not wanting to pay for hiring a car or a taxi, we just took the bus that went 'furthest' inland. For 65c (32p), we jogged along on a 50 minutes bus ride, right to the end. It wasn't on top of the beautiful mountains, but as luck would have it, just next to a lovely stream, where we could bathe and even swim in the cool fresh water.

It is now the beginning of July, James' foot seems to be getting better and so is the weather, apparently settling down to 'normal'.

Lew had to leave us, but we have a new crew: Ashley Allan, ex-owner of the TIKI 31 'FOOTPRINTS' from Australia, who had just attended the recent Wharram meeting there, has come up for a week to 10 days' holiday before we are leaving for Vanuatu, the former 'New Hebrides'.

I don't know whether this will arrive in time for the next SEA PEOPLE, for I doubt that 'Jim's Column' will, but it is the end of a chapter (unless more dramas happen in the next 10 days), so I will close my newsletter with our best wishes to all of you 'People of the Sea'.

P.S. Escaping from the friendly, but also inquisitive and demanding Fijians of the outer islands we found a little uninhabited island. There, we heard, that this did not belong to the Yasawas but to the Mamanuca Group and we should have had another extra permit and pay $10 a day to stay there. It has beautiful reefs for snorkelling. Fortunately nobody came to check our permit. Also fish were still plentiful here. Ashley even caught one on a home made spear and Freya climbed a coconut tree, but the nuts were too high and we had to resort to a fishing hook tied to a bamboo to get them. So, we stayed an extra day there and forgot about further Yasawa islands.

We are now on our way back to Lautoka to get ready for the voyage to Vanuatu.

Allegro in the Atlantic.

Jaques Grassard reports on his cruise in the Atlantic Ocean. We follow Jaques progress around the

"Allegro" May 15th.1995

I left Portugal for the Madeira archipelago and arrived at Porto Santo, the first island in the archipelago after five days of quiet navigation. The steering had been performed by the Autohelm 1000 autopilot driving the trim tab, an arrangement with very low current consumption. To date, all attempts to drive the trim tab with the wind vane have failed. (I must confess that, as the Autohelm is working well, I didn't make many attempts!) Porto Santo is a nude island, island practically without vegetation. Fifty years ago it was green but goats and rabbits which were imported ate all the vegetation. Consequently the rain stopped and the situation was deadlocked. There is an E.U. program to start the vegetation again but it seems hopeless if the goats and rabbits are not destroyed first. Maybe they should call NATO in!

"Allegro" in company with "Kiboh" (see also "First Foreign Port"), TIKI Turbo in foreground and TIKI 21 in background. Photgraph taken at Millbrook summer 1994, prior to start of Jaques' cruise.

Besides its bare mountains, Porto Santo has a small town, a large airfield and a new harbour located in such a way to the mountains that it is very gusty. It is equipped with two pontoons and a lot of mooring buoys. Also a lot of boats are cheaply taken ashore. I chose a mooring buoy, with several other boats who had wintered here.

After two weeks in Porto Santo, a large German sailboat moored close to me, so I had to shorten the dinghy painter. That night was gusty and the painter snapped, the wind pushed the dinghy out of the harbour and I missed it only the next morning. There was no hope to find a new dinghy in Porto Santo so I started immediately for Funchal.

When I reached Funchal, being dinghy-less, I had no other choice than to go into the overcrowded marina. With the help of the friendly marina staff, I spotted a fiberglass dinghy for sale, bought it and started to enhance it. I also anchored outside the marina near to the shore. One day, coming back from the town, I found errant children throwing stones at "Allegro". They obviously expected congratulations for their ability but they had broken my solar panel! Soon several other boats came in with horror stories. One had his dinghy stolen in Las Palmas, another had all his ropes cut. The delivery crew of a yacht from the Caribbean stated that the situation was quite severe over there. I remembered that my bike was stolen by children in Porto Santo but happily enough, recovered by the police.

Quite discouraged, I was ready to turn back and see if the situation was not better in the Mediterranean. but later on I met other people who knew the Atlantic scene well. They pointed out that although there were "black spots" the situation was not uniformly black. Amongst the other yachts was the Swan "Troll" with Beatrice and Pierre who became good friends. They helped me to lower the mast and re-secure the tabernacle which was slipping on the beam supporting it. We installed a steel support and I raised the mast again with the help of other "yachties", ("Troll's" crew had gone for a ride.)

The mast re-installation was epic, as a big swell started during the operation (the anchorage off Funchal Marina is exposed) and some of the standing rigging tangled. The radar reflector, mounted on the twin backstays, then started to slip which didn't help but with many shouts and the efforts of everybody, all ended well.

In the meantime, I heard over the "yachtie grapevine" that my lost dinghy, easily recognized by its inflatable tubes, was seen on a fishing boat in Porto Santo. Suddenly I saw the fishing boat entering Funchal harbour and the fishermen very kindly gave me back my beloved dinghy without any claim. They told me they had recovered her south of the Selvagem Islands, i.e. more than 200 sea miles from Porto Santo! This speaks highly of the stability of the dinghy, as nothing was missing and even the oars were still

just lying inside! I spent a total of four months in Madeira (a lovely island) and made some interesting trips to Baia de Abra and Ihla Deserta Grande. I also had improvements and repairs done on "Allegro", you never lack work on a sailing boat, particularly if she is new to cruising and you are on your own. After putting "Allegro" on the slip to scrub and antifoul I left for Graciosa, the northernmost Canary Island. The passage was again uneventful, with some calm in the middle passage.
I spent some time in Playa Francesca of Graciosa, a lovely bay with many yachts. I was waiting for "Troll" to bring my mail from Funchal but they were themselves awaiting a sewing machine pedal from Switzerland. Thanks to an informal English speaking network on 4.417 Mhz upper side band I was able to arrange for a boat coming from Funchal to bring my mail and I could leave. The ham convention is that all SSB communication is LSB under 9.5 Mhz and USB above. It seems that all SSB radios are USB only, this could explain why some planned contacts with other boats failed.

Next I visited Lanzerote, quite an interesting island with a recent (1730) huge eruption (7 years!). I anchored in Arrecife harbour, which now is used only by small local fishing boats, is quiet, nice and **free**. Here and in Graciosa, our "Senior Skipper" was Allen (74) on a Vancouver Pilot. When he visited "Allegro" he exclaimed; "Oh but you can play tennis!" After a few days I left for Puerto del Castillo, where I'd arranged to meet "Troll" and planned to have some work done on "Allegro". From what I had heard from other boats I had high expectations of Puerto Castillo. I was a little disappointed, as although the harbour was very friendly, the surrounding area was quite touristic and you had to go to Puerto del Rosario (1 hour by bus) for any needs other than drinks, cigarettes or German snacks. I made a good contact with a local Tangaroa builder who knew the Canaries very well and gave me quite valuable advice. After being stuck here by the weather for two weeks I left for Santa Cruz de la Palma, with an overnight stop in Gran Tarajal, a more pleasant place than Puerto del Castillo.

From what I'd heard, I was prejudiced against Las Palmas but experience changed my mind and I found it a pleasant place. The ARC was there and had reserved all the pontoons. They seemed a little on the "Barnum" side and Francis, a French yachtie, founded NARC, the No Arc company, whose members are the majority. Gran Canaria was quite interesting, with troglodyte houses and scenic places reminding me of Arizona and the Grand Canyon. Here again, I had to wait for better weather before sailing to Tenerife. In fact for all my Canary passages I had to wait for better weather! I crossed by night and the arrival at Tenerife is one of my best souvenirs. The rising sun was behind me and lit the spectacular coastline with grey and rosy clouds on top of the mountains. The island visit was at the level of that first impression, from the top of Mount Teide you can see all the archipelago except Lanzerote and Fuertaventura which are visible only when there are no clouds at all. I left "Allegro" tied to a friendly British yacht in Puerto la Cruz, Tenerife while I returned to Belgium for two weeks.

I came back with lots of things for the boat plus some microbes who loved Tenerife and developed into a "good" Laryngitis. For safety reasons the port authorities ordered us to go to the commercial darsena, which has its entrance north. The Darsena dos Llanos where we had been has its entrance facing south. I have finally received the replacement solar panels and will install them, make some other enhancements to "Allegro" and as soon as the Trade Winds finally come, after a short visit to La Gomera, set off for Barbados. I now enjoy boat life much more than before, my main problems are solved and I have gained experienced in solving them.

Las Galletas (Tenerife) 2/1/96

I am about to cross to Barbados as the Trades seem to finally be here. I plan to go visit La Formera and start from there, as I am a little late for visiting Cap Verde.

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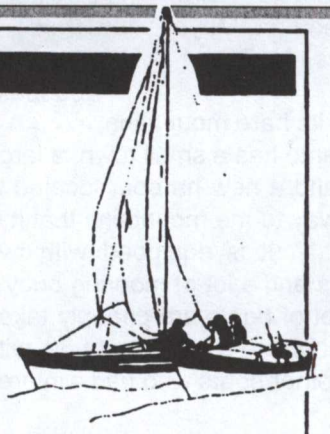

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PAHI 42 ~ ITACA

The building of Itaca is brought up to date

Carlo Clavi

I guess it's time to report on what's going on with my Captain Cook, "Itaca". During 1995 building has slowed, I confess that the 8-10 hours a day of the "lone builder" got to me. I needed some diversion, and became a part-time interpreter in the criminal courts around here. This has built up though, now I'll have to cut down and work on the boat at least 3 full days a week.

At any rate, instead of recounting what I did step by step, I shall talk of some modifications I concocted.

Back in 1993, studying the plans, I decided I didn't want 9 people sleeping on board, 3-4 would be the maximum. I eliminated the 2 double berths aft, and kept the 2 forward and the one in the pod. Then I didn't like the companionway ladders coming down on top of the seats, too much wet area close to the hub of things in the cabins. I also didn't like the head crowding in the starboard hull, with no space close by to put the darn holding tank. As a result the starboard hull is built as follows:

- The cabin aft end is 16" longer at deck level. This allows a fairly sized, full standing head between stations B and 9.

- A stowage area is obtained between stations 9 and 10, reached by hatch on deck as the forward one. The toilet holding tank will be installed there. Also, I gathered comments about the Captain cook hobbyhorsing more than desirable. If such is the case, balancing with weight aft may help.

- The companionway ladder (in the picture it's still a make-do) comes down between stations 7 and 8. The wet area is brought aft, and the head is immediately to the right usable as wet locker. Or the latter can be fit behind the ladder, I didn't decide yet.

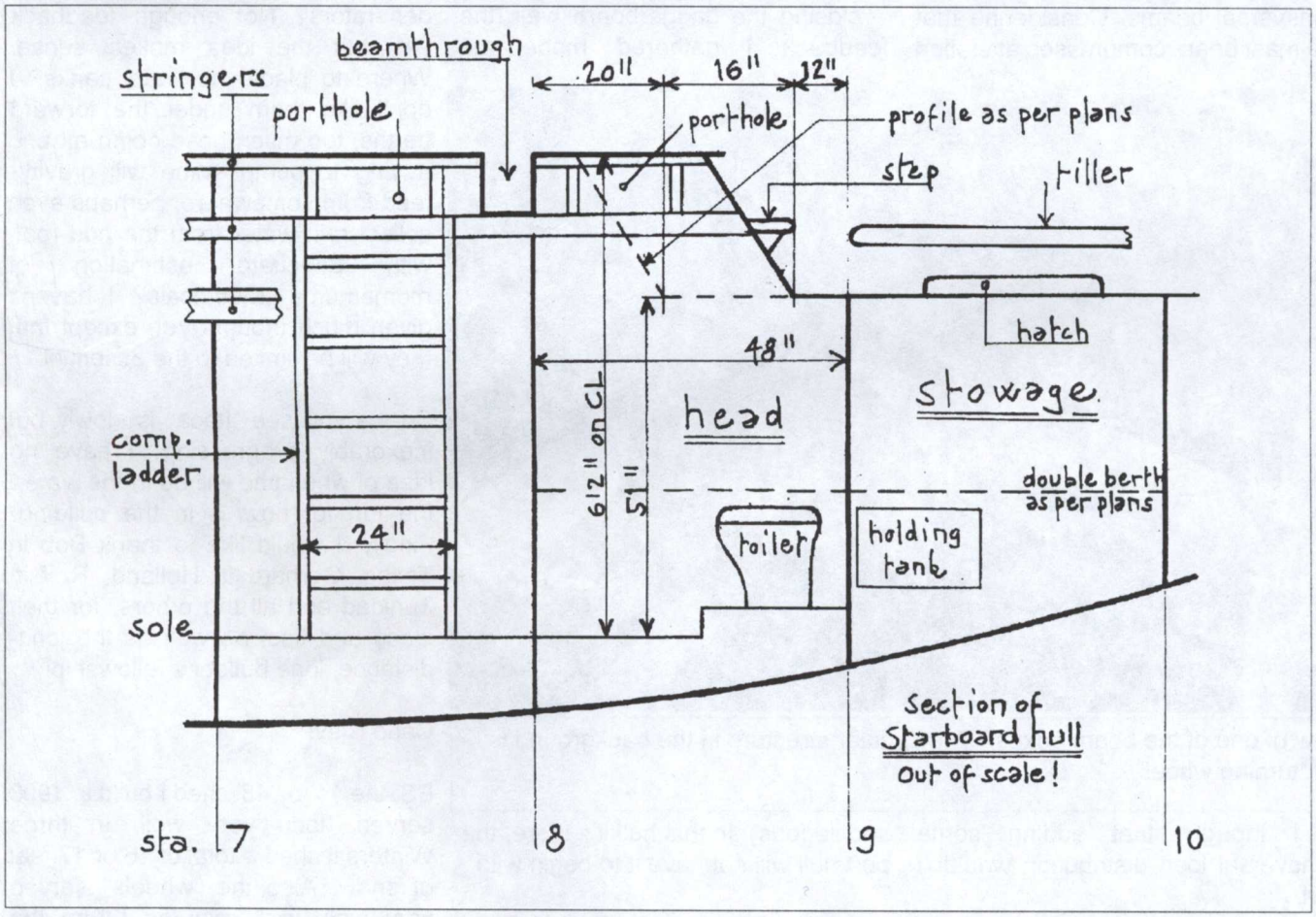
- The entrance hatch is lined up with the cockpit, which seems more sensible to me.

All the above is for the starboard hull. The port hull will follow similarly, instead of the head I'll have a segregated, fire-protected area for cooking. From the pictures you see other modifications:

- I changed the fixed seats to foldable ones, with locker space underneath and ceilings to lay against.

- I am 6'1". To obtain a 6'2" headroom throughout (except under the beamthroughs) the cabin crown was raised on CL, retracing the bulkheads top cut line (the study plans indicate a 6'1" headroom under the beaus, but my calculation makes it 5'10").

- The beam troughs were built as separate units. Then set on the



- The beam troughs were built as separate units. Then set on the bulkheads and hull sides, shaving the feet until they lined up. This I did primarily to work inside during very cold weather.

- The forward and aft cabin ends are built with a 2" crown, for aesthetics. The aft end won't have the ventilation box, and will have an outside step.

- As for the beams supporting the cabin roof, I also didn't feel comfortable with the plans, and added some to avoid too much flexing of the ply skin in walking over. In addition, the ply skin on the cabin top center area (now with two joints only) lays on 2 1/2 by 5" laminated transversal beams. Considering that the mast beam compresses at station 6, I thought that adding some transversal load distribution wouldn't hurt.

- All the fixed portholes are framed by the stringers and 3/4 by 1 1/2" vertical strips. I'll have portholes as per plans and on the opposite side too, where convenient, including in the head and cooking area.

- Inside the cabin, instead of epoxy fillets joining the skin to the bulkheads, I used 3/4 by 3/4" triangular wood strips. It's time consuming, but equally strong and visually more pleasing.

- You may notice a niche under the mast beam support structure. It's the bar, it hold 3 bottles of bourbon. The cup holders will be arranged underneath.

All together, in terms of weight subtracted and added, I estimate that such changes add 50 to 70 pounds to whatever the hull weight is supposed to be. Currently I am working on the following, at various stages of progress:

- completing the hatches

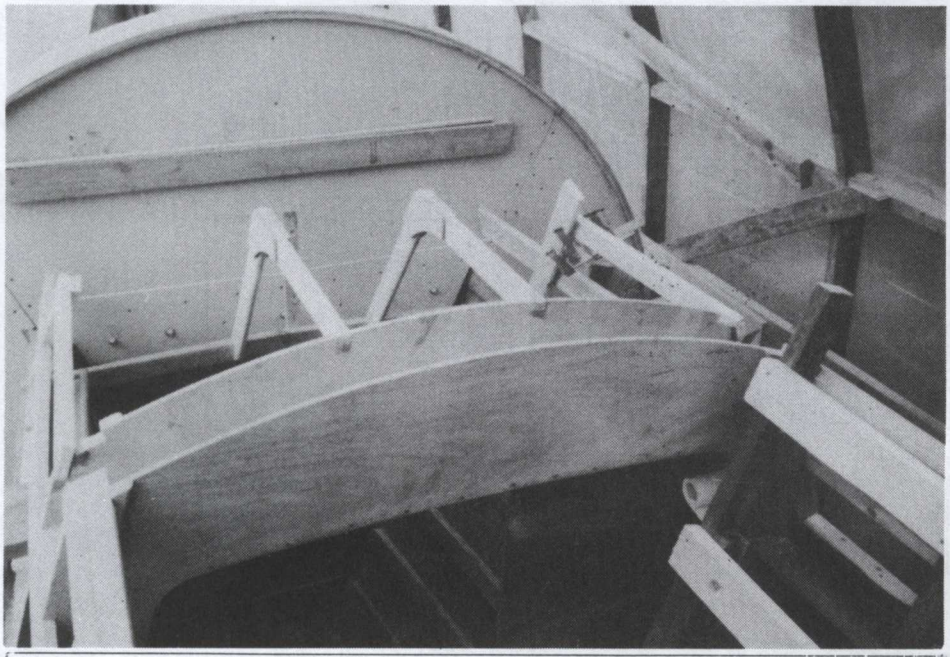
- fitting and shaping the keel strips

- closing the daggerboard well (the feedback I gathered made me sacrilegous). In this hull it's there, the port hull will not have it to begin with.

- build the companionway ladder (a neat project).

- modify the skeg and build the rudders as per Rolf's idea (see Sea People no 27). This and eliminating the daggerboard will improve the underwater efficiency.

- bitch and moan and prepare all surfaces for fiberglassing, do that, prepare again for painting. etcetera.



View of one of the beam boxes . The circular structure in the background is the "turning wheel".

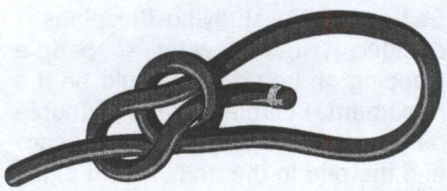
All this will conclude before the heavy Winter sets in, I hope. During the Winter I shall roll the hull out of the shed (in itself a major project: building an adequate carriage, 70 yards to go, avoiding the garage, a 90 degree turn, maybe falling a couple of trees). Then I'll set up for the port hull, the backbone, bulkheads and stringers are already built. To this date I spent a total of 1812 working hours, including absolutely everything. Judging from what JW says in the literature, either he is an optimist or I have been inefficient. I tend to believe the latter, and in building the port hull the lessons learned will pay off.

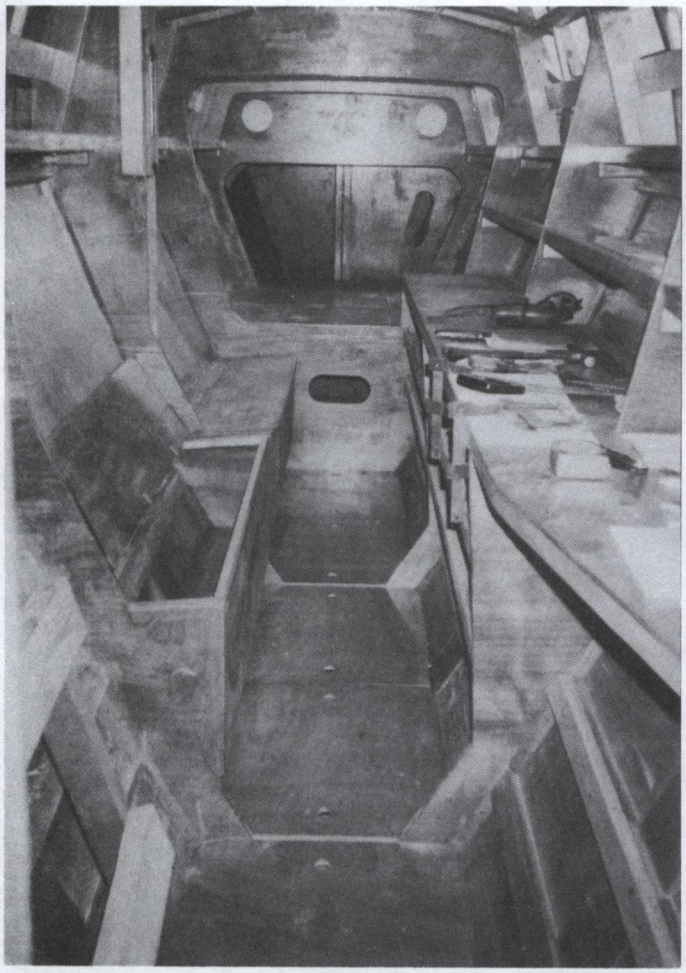
Meanwhile the mind wanders. Vortex generators? Not enough feedback yet, but the idea makes sense. Where to place the water tanks? I don't like them under the forward berths, too much hose going aft and having to pump. Mine will gravity-feed from somewhere, perhaps even collect rain water from the pod roof, with adecuate estimation of momentums. Electricals? I haven't given much thought yet, except that they will be limited to the essential.

So, as you see "Itaca" is slowly but inexorably progressing. I have no idea of when she will be in the water, the fun for now is in the building. Finally, I would like to thank Bob in Texas, Gerhard in Holland, Rolf in Trinidad and all the others, for their ideas and tips, as well as the long-distance, lone builder's fellowship!

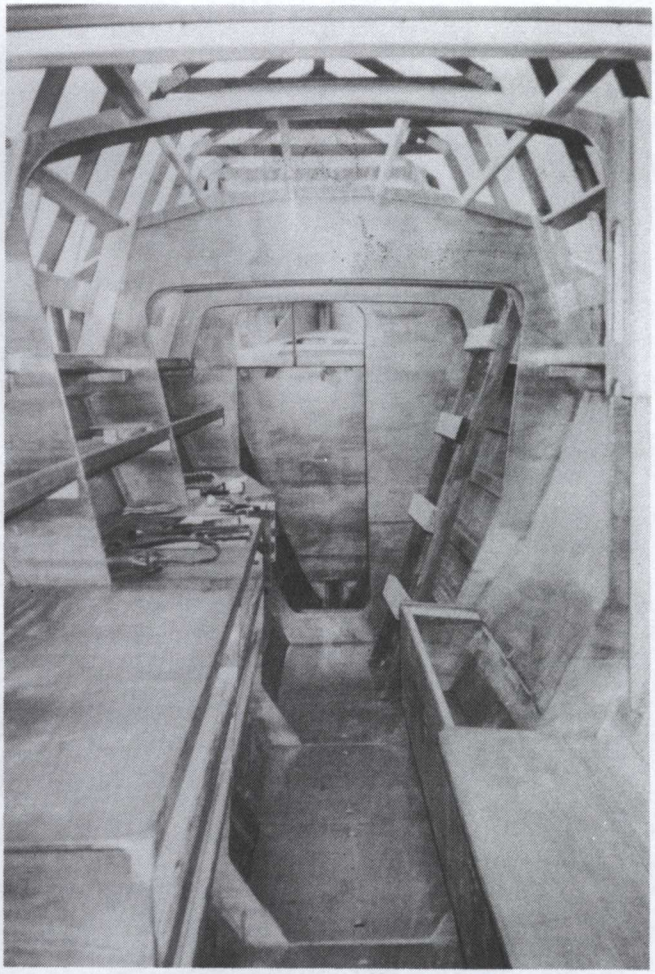
Carlo Clavi

PS: the 14' by 48' shed I build in 1993 served Itaca very well. In three Winters it shed a total of 16 or 17 feet of snow. Also the "wheels" served very well, in 5 minutes I turn the monster any way I need. Not far from here a fellow is building a 40' trimaran. After almost breaking a leg while turning an ama he thought better, and built wheels too!

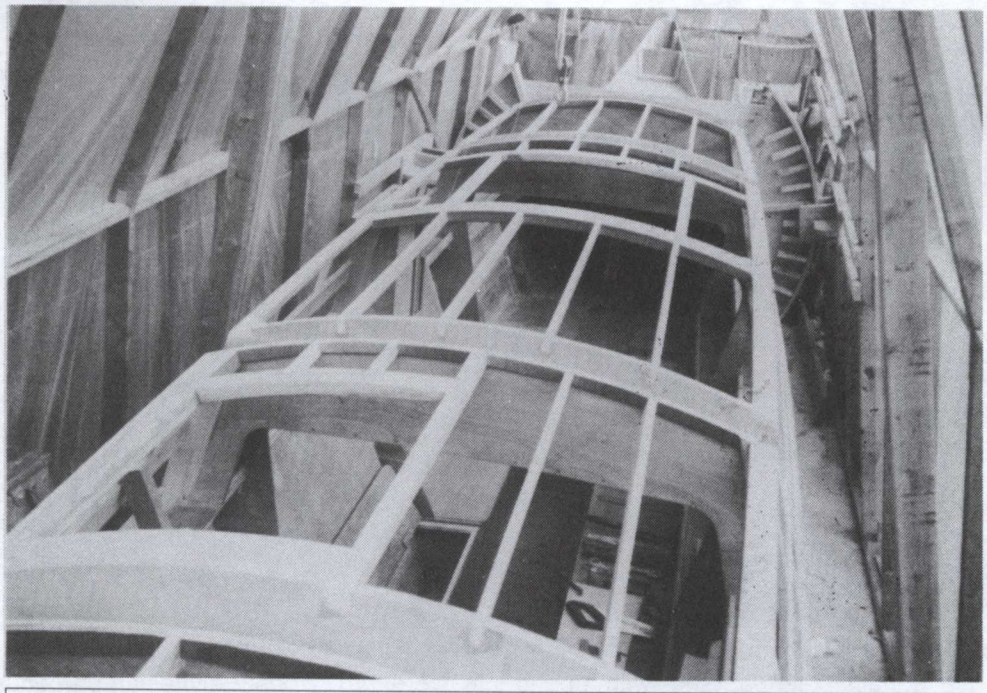




Cabin looking forward



Cabin looking aft.

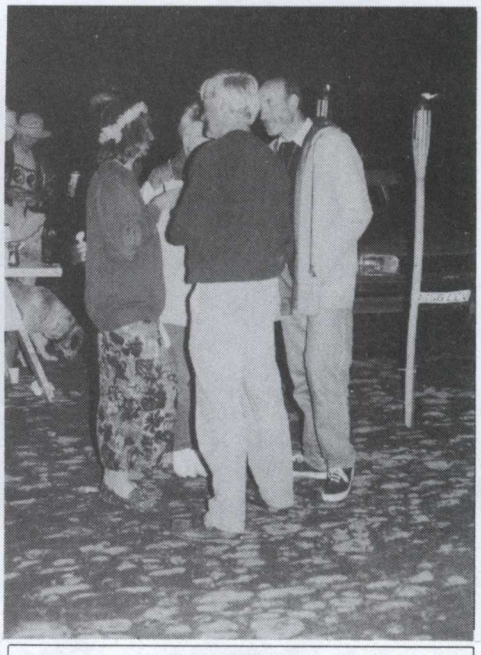


Overall view of the cabin roof beam system
Note the 21/2" x 6" transverse beams at the mast beam and immediately forward. (in the background is the rolling mechanism descibed in SP 24)

UK SUMMER MEETING

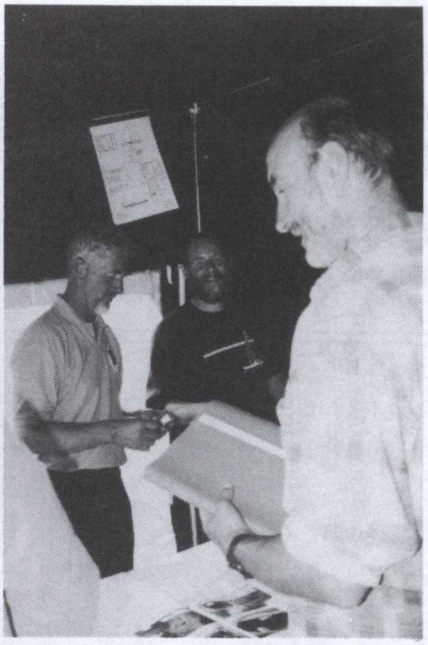
The meeting raft up at Southdown. Catamarans came in from all around the UK. The longest journey was from the Caribbean for "Tirla". Pahi 42's dominated the meet, for the first time in the history of UK

The Saturday sail out into Plymouth Sound provided fun for every one. Intermittent heavy rain squalls, interspersed with bright sun were as forecast.....typical British bank holiday weather. Above Bjorn (on the winch) and Scott (at the helm) take "Manini Pahi" across towards the west side of the sound. This was minutes after a squall.....no wonder there are some "drowned rats".

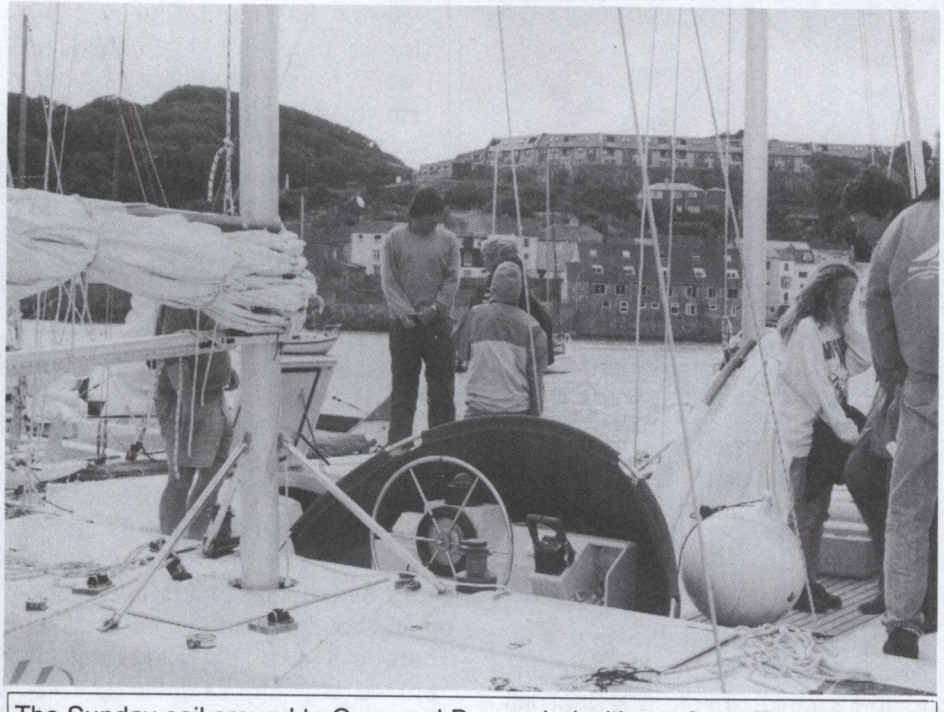


Saturday night and the pig roast/Polynesian barbecue gets under way. An impromptu committee meeting was held with Sandy Turner (left) Adrian Honeybill (front) Dave and Rita Barker!?

The highlight of the meet was the Polynesian pig roast on Saturday evening. As advertised, it did include grass skirts , palm trees etc. These appeared by magic, from a skip in Bristol (thank you Sally). Over 85 members came and despite the squalls during the day, the evening was dry. The punch formulated by Scott had a certain underlying "strength". Entertainment included community singing led by Dave Weinstock.
Sunday morning was very slow to start on the Southdown raft up. There were some very interesting sights around the tents as various heads appeared into



A new inclusion in the meeting program was a builders forum. The first part of this was a look at the various plan sets available and discuss them with Steve and Scott. Here we see Dave Barker, the fore ground, being presented with his new set of TIKI 38 plans ordered beforehand.
The second part, a practical session, was held to familiarise



The Sunday sail around to Cawsand Bay ended with a raft up. The weather was fine, cloudy with a reasonable breeze. Above, the customary talking and viewing of each others is well under way. The raft ended up with 10 cats. from TIKI 21 to Pahi 42. The steering position shown above is "Tirla's".

Dear Adrian

As a committee member who was not involved in the organising of this year's summer meeting in Southdown, I would like to express my thanks to Steve, Sandy and Scott and Liz and yourself for giving your Volvo some exercise!; (and all who barbequed, organised tickets and collected names, and outstanding debts etc) for the colossal time and effort that so obviously went into the event. I'm sure that everyone who was there would like them to know that their endevours ensured a successful meeting, enjoyed by all. So once again thanks and can we come back next year?

From the back seat committee member .
All the best

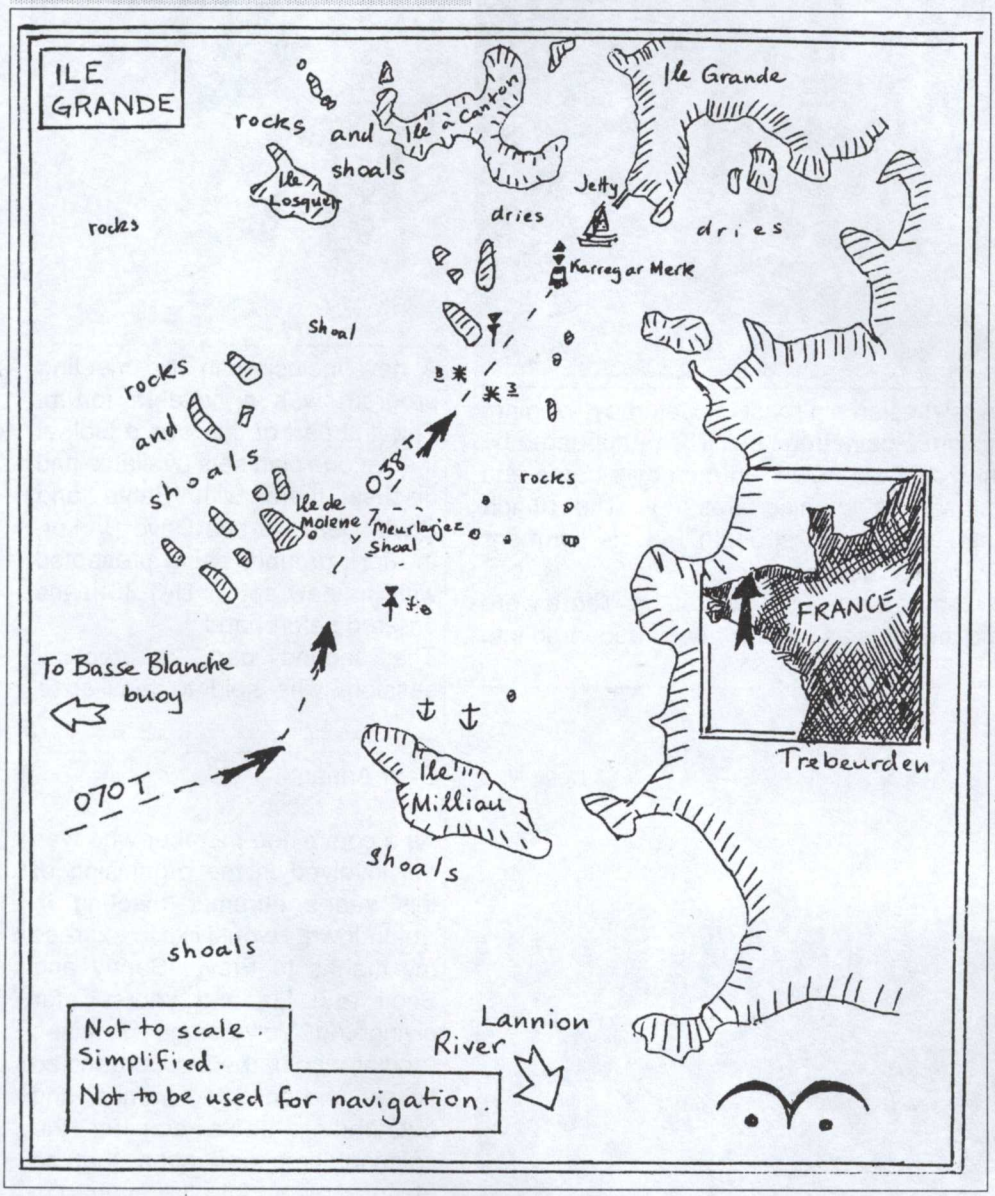
Dave and Rita (the Barkers)

[As of 19 October when they tie the knot - Adrian]

CAT CORNER

Ile Grande, Brittany.

Malcom McDonald



If you set off for France from Plymouth or any port along the south coast of Cornwall, your landfall may well be the Ile de Batz, that delightful little island which marks the approach to Roscoff. Its lighthouse is one of the principal navigational aids on this part of the Brittany coast. The only harbour on the Ile de Batz is Porz Kernoch, which dries extensively. A catamaran can get right up on the beach and find complete shelter, though I would advise digging the anchor in by hand at low water, since the holding has proved to be a bit questionable in places. In fact, with care and some judicious rock-spotting, a catamaran could slip into several of the little sandy coves on the south side of the island and find almost total solitude. There is a Post Office and a good range of shops on the island, pleasant walks, excellent beaches, even a sea-weed museum! It's one of our favourite spots.

However, our real 'cat corner' is sixteen miles or so to the east, and a couple of miles north of the entrance to the Lannion river. It is that little archipelago between Ile Grande to the north and Ile Milliau to the south. Adlard Coles' 1965 (!) pilot, a most excellently detailed guide, obligingly marks virtually the whole area in grey - having less than six feet of water - as a warning to keel boat sailors, and, of course, an inducement to multihullers. There is a deep(ish) water anchorage behind Ile Milliau which is quite popular; the approach to it is also the best way in for a catamaran's first visit, though there are other, more or less heart-stopping, channels. Leaving Basse Blanche buoy a mile or so to port, approach the northern tip of Ile Milliau on a heading of 070T, and when a couple of cables from it, alter to port so as to pass between it and Ar Geureudeg buoy (S cardinal). The keel boats will soon be leaving us as they follow the coast of the island into the anchorage, but we keep going on a course of 015-020T so as to pass between a W cardinal beacon to starboard and a group of islands to port, the largest of which, Ile Molene, has a beautiful sandy beach, and is a popular picnic spot. From here, bring Karreg ar Merk tower (E cardinal) onto 038T and approach it on this bearing. If there is water at the jetty on Ile Grande, beyond the tower, there should be nothing to fear from Meurlajez shoal. However, the line passes between and close to rocks drying approx. 3 metres, so caution and a bow look-out are necessary. You can take the ground between Karreg ar Merk and the jetty, or strike off in various directions after some prospecting at low water. I'm afraid I can't bring myself to tell you where I would go from here, but it doesn't need much imagination if you look at the diagram! The whole area is much better sheltered than it looks, and the only real worry is being beneaped if tides are taking off and you have gone ultra-shallow! There is a nice little village not far from the jetty, and as on Ile de Batz, delightful walks if ship-board life should start to pall. That's not very likely though, as the place is not far short of paradise. Keep this one to yourself!

TIKI 26 - MODIFICATIONS

TIKI 26 deck cabin

A deck cabin (I refuse to use the word 'pod') can, in fact, look aesthetically acceptable. The photograph in the centre shows the end result.

I too started with a dreadful looking travesty of a cabin, but am quite proud of Mk II.

The photo was taken at the Royal South Yacht Squadron, which, despite the grandiose title, is populated with friendly, genuine boat people. While definitely mono-orientated, show interest and real respect for the Wharram reputation, especially the safety aspects.

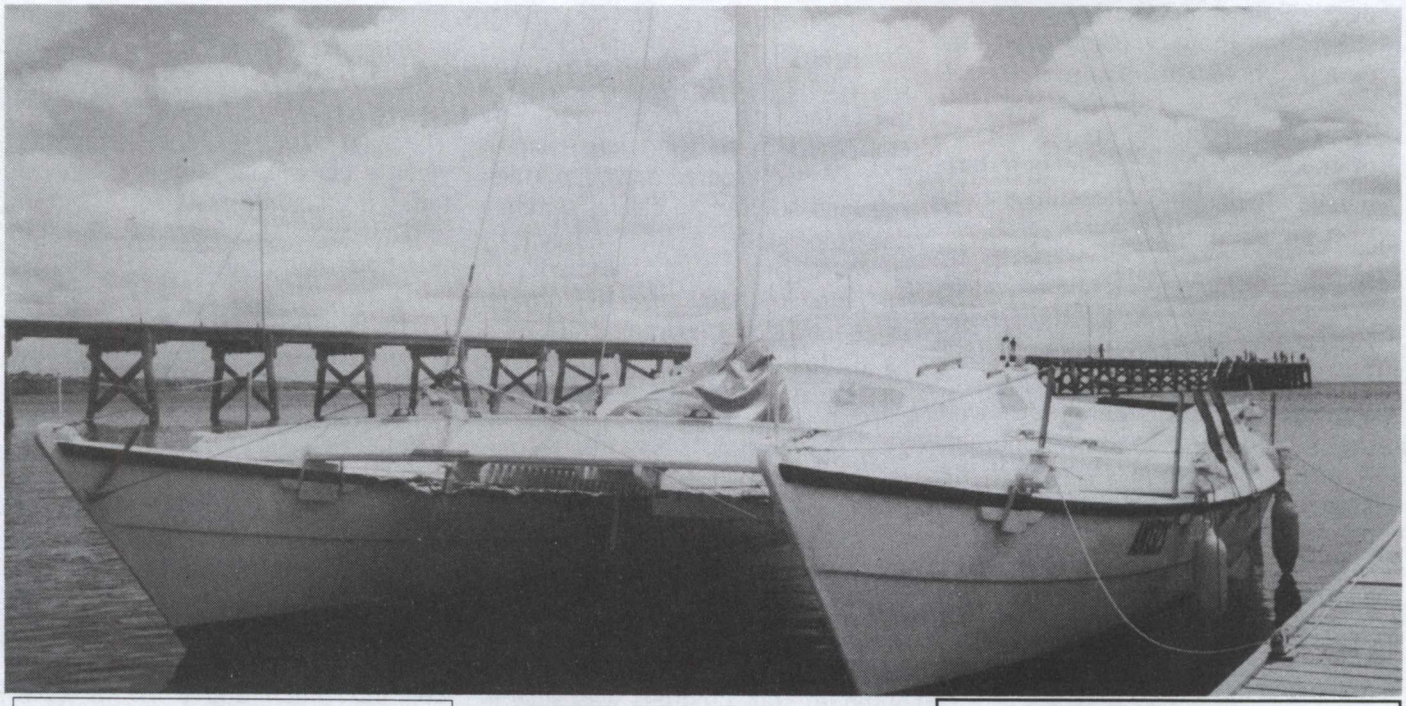
The cabin is removable by the simple expedient of four stainless steel bolts and does not compromise the integrity of the design in any way. The bolts will never be undone, as the comfort factor makes the boat 85% more liveable.

After widening the cockpit 6 ft. plus bulkhead and wash boards, I now have a comfortable cabin, which though low houses a spacious (6 x 3.5 ft.) bunk. This is heaven after clambering in and out of claustrophobic, awkward shaped hulls.

I have had no problems with either slamming or leeway, and the aerodynamics have not been affected. This was shown recently by motoring for 6 hours in calm conditions using a Johnson 9.9hp Sailmaster, fitted with a 9 1/4 x 8 propellor. The propeller supplied with this model is too fine a pitch for the easily driven TIKI 26. It is designed for heavier monohulls. I tried it but it was far from economical.

However, with the 9 1/4 x 8 the above motoring time consumed only 20 litre tank at half throttle, covering about 36 nautical miles. The electric start and generator on this model are great boons.

At the mature age of 67, I still use my TIKI almost every day, as we are blessed with a fine climate and certainly no shortage of wind. I often wonder "How DO people live without a boat to enjoy and fiddle with?"



Editorial

As this is a full magazine, the available space will limit my chat. In the northern hemisphere, we have just finished another hot summer. Winds have been intermittently good and passage making at times frustrating with very light airs. (Those who tried to sail to the UK Summer Meet can vouch for that!)
It is now that we need your reports for the next couple of editions.

As you will notice, the traditional publication months are now "skewing". As we are no longer dependant on the magazine required to hit doormats on set months due to the PCA calender, and with forward planning of events, we are now able to be more flexible. This suits me as the old calender times conflicted with key domestic events. I will still bring you three quality editions every year. We will keep the year book as the fourth supplimentary publication.

BOAT SHARING

Cannot afford a Wharram to charter? Cannot afford to buy?
Why not share my Wharram TIKI 25 (similar to the TIKI 26). Moored in Poole harbour, within sight of Town Quay. May be willing to move. Attractive terms available, tailored to both our needs.Contact me for more details and trial sail.

Peter Wood tel 01908 564863
14 Henders, Stony Stratford,
Milton Keynes. MK11 1RB

Dances with Waves

Tod Wakefield reports on Trips 94,95 and 96

There is an awesome monotony to these ranges of waves. We climb another wave trying hard to avoid the breaking top. A glance at the log. Not the ten miles yet.

Nearly 10 miles on starboard tack. I hope that I am right, we don't want to end up on the Seven Stones.
I have noticed, subliminally for some time, that we are heavy in the water .

Why is the bow not lifting in the usual way. I can't avoid the next crest. We are hit by white water. We stop dead and two feet of water sweeps the deck. Collect up the halyards and sheets that have washed down the outboard hole. On we go.

Then the hair stands up on the back of my neck. Why is the port bow hatch partially off ? Check the log, its near enough to 10 miles.

We bear away and off she goes like rocket. I realise that we have been hard pressed for some time and that I have been luffing up to each wave. Now up into the wind and down with the reefed main and working jib. There is just time to notice the amazing calm of this moment and the relief that she lies beam on to the waves ' a-hull' effortlessly. I try to work carefully and calmly as I take off the working jib and hank on the storm jib, but every minute we are making leeway. Up with the reefed main. We are still beam on and the gaff catches. No, this is no good. Main down. Storm jib up, sheet in, bring her on to the wind. Good. Now main up. We are off on this roller coaster again.

Oh no. I forgot to check. Up into the wind again, check the port hatch. FULL OF WATER. The shock cord has not been strong enough and in the concussion from bows meeting waves the hatches have jumped and allowed water in. Both sails down. Calm again as I use the bucket to bale out both fore hatches which are full to the brim. I get most out, then fix a lashing from the bow beam cleat across each hatch to the trampoline. At least that can't happen again. Jib up, sheet in to bring her onto port tack. Main up, we are off. But this is better with reduced sail and **the sun is shining!**

Upwind in a Tiki 21 is hard work and very wet in these conditions. With each wave water hit me in the face and as if swimming I spat to remove it. By the end of the voyage my tongue and throat were sore from the salt. However, this trip convinced me of what a seaworthy boat the TIKI 21 is and that she will go upwind. The forecast for the day was ESE force 5.

I had left St Agnes, on the Isles of Scilly, at 10.05 but as I tacked out of Crow Sound at 11.30 and ventured out to the east of the islands it was apparent that the wind was rising to Force 6 and I reefed down the main. I passed a Prout 39 sailing sedately downwind under a small amount of jib. He clearly thought me mad! By the time I changed down to storm jib at about 14.30 I estimated the wind as gusting to force 7. Later the wind moderated and by 18.00 I was under full sail again. I had been unable to navigate properly due to the amount of flying water and when I sited Lands End we were too far to the north. At 1900 we hove-to and stripped off all clothes which were wet through despite full oilskins. New dry clothes improved morale. At 21.00 I started the Mariner 5 outboard but progress was slow in the lumpy seas and with the tide now running against, it took me 2 hours to make 4 NM up to the Runnel Stone buoy.

In retrospect I should have turned back at 13.00 or before. But there is always that problem with the end of a holiday and not wanting to leave the boat and the cost of returning a week later etc.....In fact I scuttled into Penzance harbour at 02.00 just as the wind blew up hard again. 16 hours single handed and I was knackered. Up again after two hours sleep I beached at Marazion and managed to be almost packed up before going off to fetch the family who flew back. I was not very popular due to my obviously exhausted and battered state!

This was my 4th passage between the islands and the mainland. In 1994 I had two easy passages with fair winds. My log reads "21.00 Up anchor. Sun just setting above Penzance. Wind NW F 2-3 Fabulous!" That was only my second trip in Tiki Sunrise, and when it blew up in the night I simply dropped the main and continued at a slower pace to arrived at the Eastern Isles at first light. The return journey in 1994 was even better. A beautiful day with a force 3 following wind allowed me to experiment single handed with a spinnaker and ended with a sight of 6 dolphins close inshore by Tater-Du light.

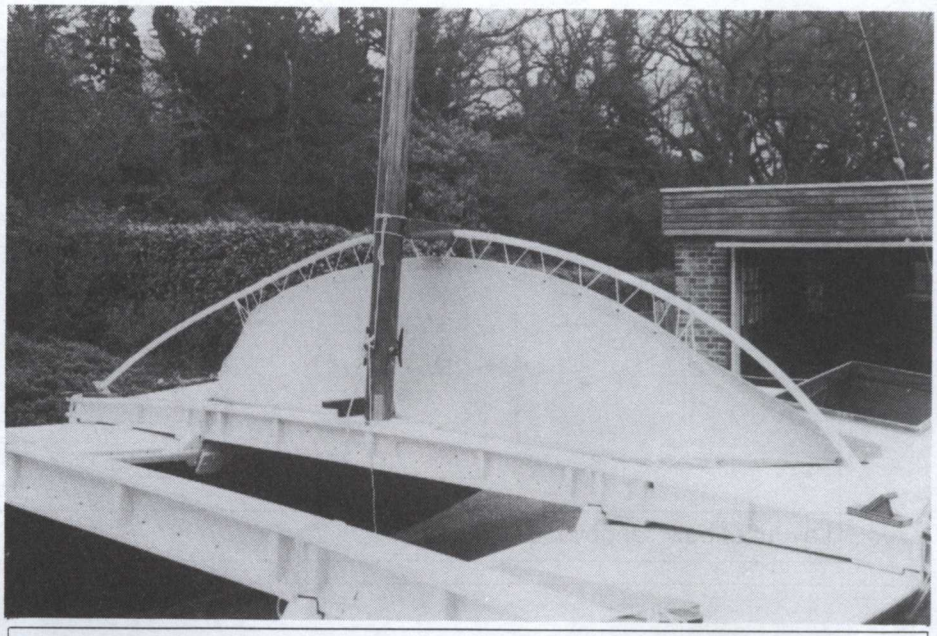
The sting in the tail of the '94 trip was when a car ran into the back only 5 miles from home. The force of the impact drove the mast through the rear door of the car.

I purchased Tiki Sunrise in December 1993. She was originally very well built by Philip Le Maitre but had been somewhat neglected. In the first season I built a new centre deck, renewed most rigging and ropes, new electric wiring with wire through mast, new anchors and chain and R.W. Trailers of Alresford Hants made up a good and reasonably priced trailer to my drawing as attached. I needed to be able to launch and work the boat single handed so I made up a trolley of two wheels that attach with a pin through the skeg. I fitted two simple jackstays of 10mm Marlow braid taken through the centre of the web of centre and rear beams and tied with figure of eight.

With 2 metre lifelines one can clip on from either cabin and reach any part of the boat. In the second season I completely stripped and re-painted all parts. I made new rudders (destroyed in the crash) 10% larger.

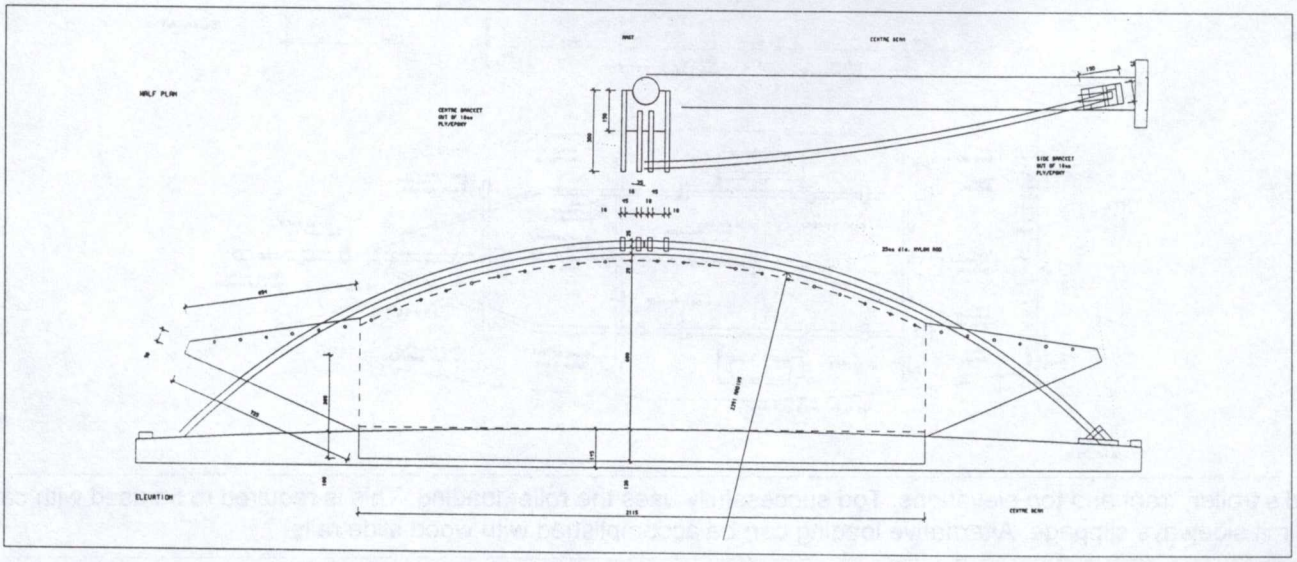
from either cabin and reach any part of the boat. In the second season I completely stripped and re-painted all parts. I made new rudders (destroyed in the crash) 10% larger. I made new side decks and new hatch covers as the original JW design but with double rebates. Ruth and Joke helped to supply me with a new pram hood type deck tent. This has been wonderful and although expensive it works so well that I am very glad that I was not tempted to buy a cheaper type of tent.

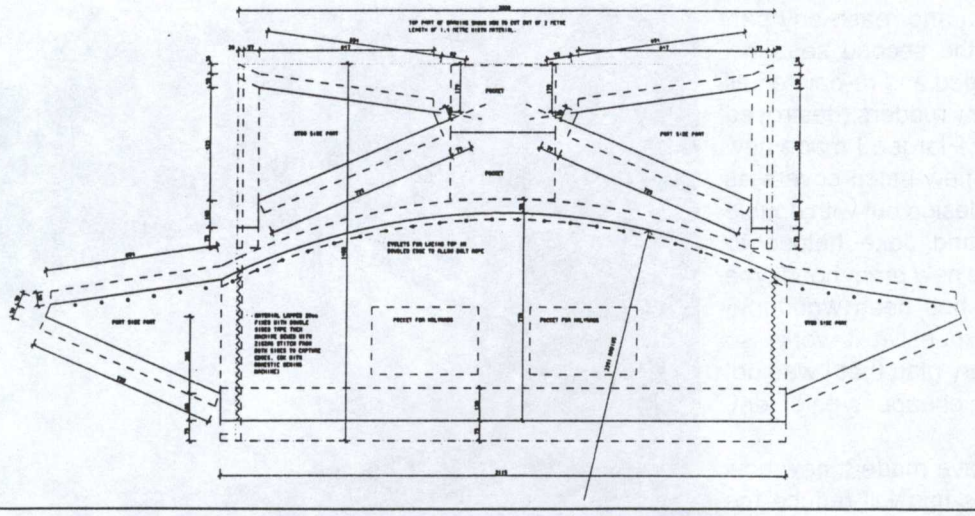
This season I have made a new bow canopy. Perhaps this will reduce the spitting! The design started from a conversation with someone at the London meet (thank you ? from Bournemouth) who said that he had seen a Wharram cat with canopy using a curved nylon rod. He didn't sail too close to look as someone was sunbathing behind it! Drawings and photos are attached. It is made out of acrylic canvas with 25mm dia. nylon rod to support it fixed in epoxy/ply brackets. The canopy uses the fixings for the deck tent.
Next I need a new set of sails.....or perhaps I should start a Tiki 36 .....



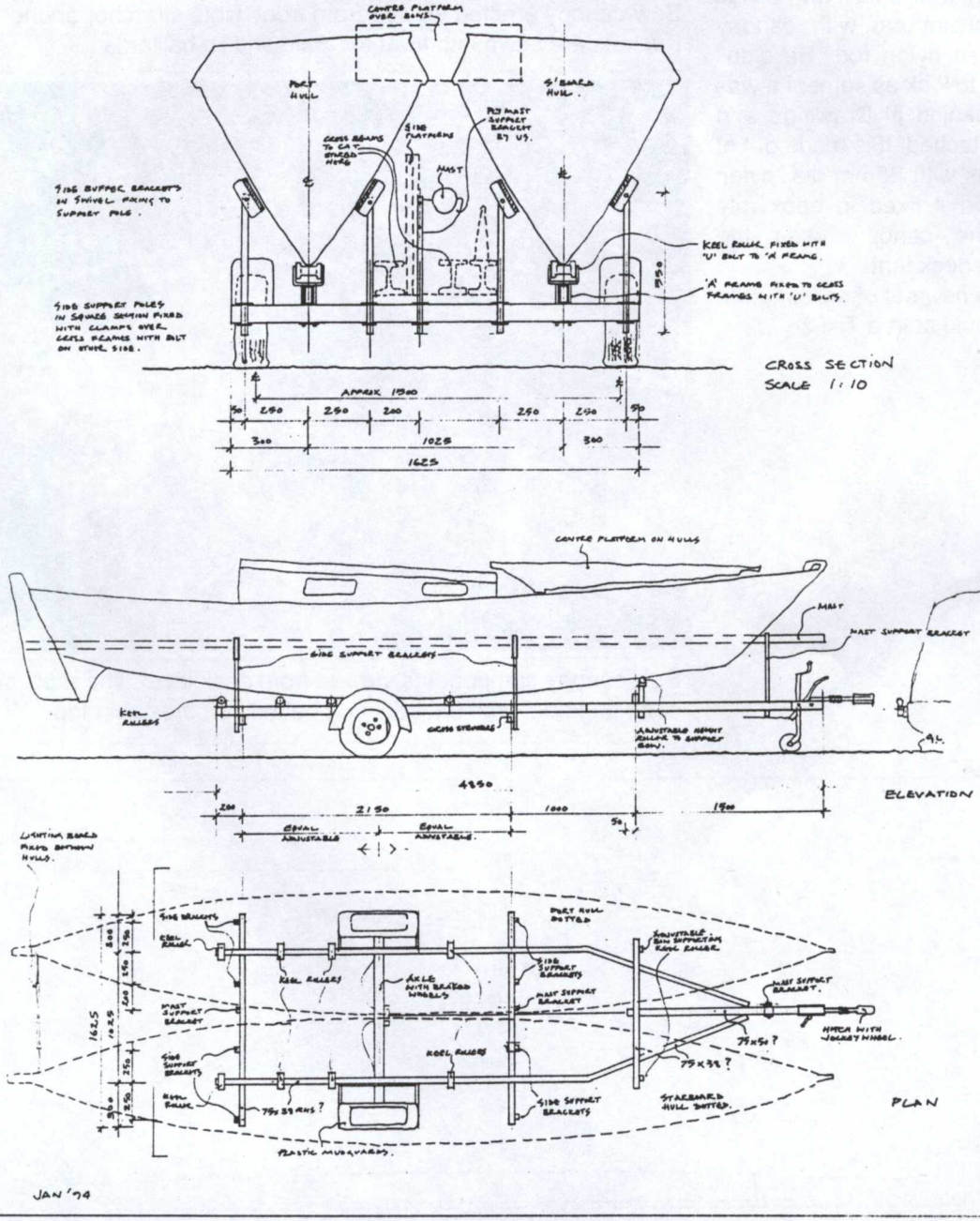
Bow canopy erected viewed from front. Note stretcher anchor blocks. Pockets are sewn into front for main and jib halliards.

Bow canopy components viewed from deck level. The mast support can be seen, together with the securing battens on the cabin top.





Layout of bow canopy fabric.



Tod's trailer, front and top elevations. Tod successfully uses the roller loading. This is required to be used with care to limit sideways slippage. Alternative loading can be accomplished with wood slide rails.

First Foreign Port.

Joke Snel takes her first long distance sail as skipper. She finds it not such a daunting experience!

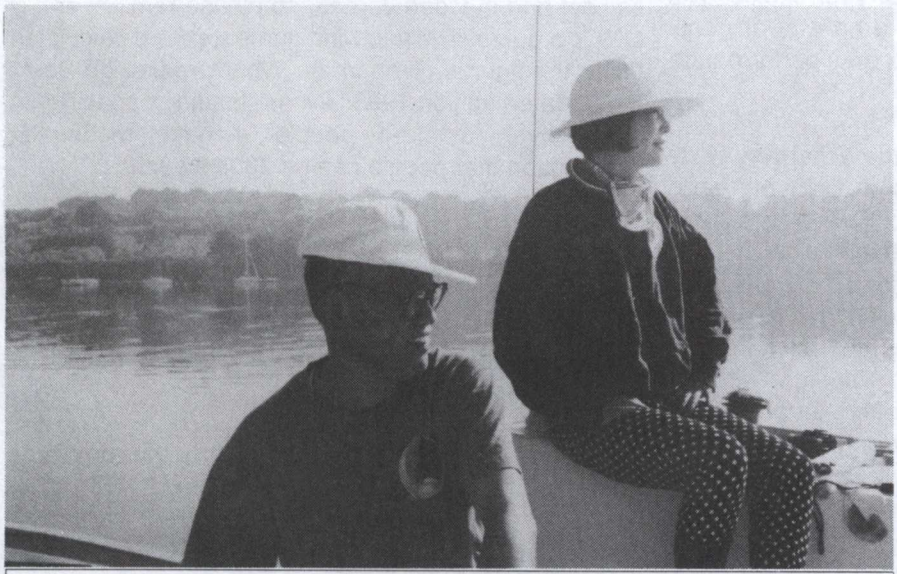
Having sailed aboard "Spirit of Gaia" to New Zealand, I've learned a lot about sailing and seamanship, but it has left me more proficient at dropping the anchor than at coastal navigation and manoeuvering a boat in harbour. I'd been really looking forward to sailing with Takahiro and Junko Ito on their TIKI 36 "Kiboh", exploring the Cornish coast - a chance to learn plenty of new things.

The next day, sailing towards the Helford, we practised taking bearings with the compass and plotting them on the chart. We anchored off Durgan - well off Durgan, needless to say. The Helford is beautiful. It would beat Tahiti if the clear water were a little warmer.

After a quiet day exploring the shore, time came to head for Millbrook where "Kiboh" is to be laid up this winter. The weather was good, although the wind was light and fluky at first. Once we were past Dodman Point we found that we were just over halfway from the Fal towards Fowey, about 8 miles away. With the wind now a favourable westerly, it was a shame to to return to the Fal. The wind increased a little, and as tidetable and pilot books came out, our adrenalin levels increased a little as well. This was the very first visit to a "foreign" port, with no one more experienced to guide us.

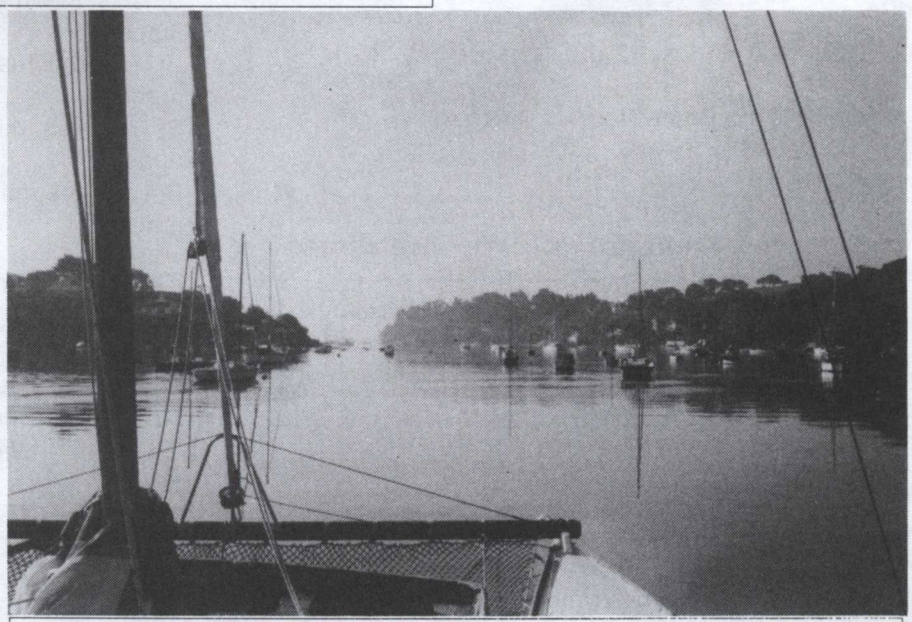
With excellent visibility, the red and white beacon on Gribbin Head stood out clearly and the Cannis bouy was easily identified. This was just before the holiday season, so we trusted that the popular port was not yet too busy.We judged from the photographs in the Shell "Pilot to the Channel" that there would be space for a shallow draft cat behind the moorings at Pont Pill. So down came the sails and we motored quitley into the haven. The harbour master buzzed towards us and agreed with our plan. Although the tide had left no gap to go towards our anchorage, ten minutes later we were anchored in another Cornish creek. It felt great to be there, and the fresh crab salad in the pub that evening tasted excellent.

The trip to Millbrook two later was a doddle. After waiting for the right tide to proceed through the Narrows the next day, we anchored in Cawsand Bay for the night right amonst the other yachts. The next morning it was a 30 minute sail into Millbrook and the end of our adventure.



Takahiro and Junko Ito on board "Kiboh", leaving Restronguet Creek.

We motored out of Restronguet Creek (the Creek outside Devoran) in a flat calm, had a lovely sail when the wind picked up and anchored off Trelissick House - a great (cats) corner in the Fal Estuary, with enough space for those who like to anchor well away from anyone else. Next day we went shopping in Falmouth, avoiding the worst crowd by picking up a mooring bouy in Flushing on the other side of the river. We motored right up the estuary that evening, to where the river narrows and you are sheltered by hills that are thickly wooded right to the water's edge. We anchored in the mouth of Ruan Creek, outside the deep channel where mighty ocean liners are left to sleep until they are needed again.



Motoring out of Restronguet Creek towards Carrick Roads. No wind!

Bruce Numbers

Ben Mullet researches the Bruce Number performance yardstick and discusses the implications on the JWD range. "My Bruce Number is bigger than your's."

When choosing a car, a camera or almost anything technical I admit to being one amongst the hordes who buy a copy of "What Car", "What Camera" or "Which Steam Chainsaw". Well, almost.

My anoraksic tendencies are frustrated when comparing sailing boats by a lack of easily-compared figures such as top speed, fuel economy, or acceleration. Yes, there are other highly important criteria - safety, comfort, appeal. But for me "the figures" help complete the picture. Others seem to be similarly afflicted - hence the steady sales of "Which <consumer durable>".Insert the subject of your choice. The raw statistics (length, width, height, sail area etc) are only part of it. It's the power to weight ratio and performance measurements that attract.

The only performance related figure in the Wharram study plans is of course the safety figure of maximum (safe) average windspeed, and this I applaud. Few others even mention safety criteria, never mind cover them fully. One rival catalogue did mention "Bruce Numbers" and a bit of further reading (in Thomas Firth Jones' "Multihull Voyaging") revealed a simple equation that helps to estimate the performance of a boat in good winds. For light airs he suggests that we need to calculate the wetted surface area - a not very easily arrived at figure. In steady breezes and more, the "Bruce Number" serves as a performance indicator. It attempts to relate the power of the sails to the weight (and thus drag) of the hull.

So - the Bruce Number

B = ((Sail Area, sq ft)x(1/2))/((Displacement, Lbs)x(1/3))

- Where B is the Bruce Number.

In textual form:

$$\text{Bruce Number} = \frac{\text{The square root of the sail area in sq ft}}{\text{The cube root of the displacement in lbs}}$$

eg If the sail area is 144 sq feet and the displacement is 1000 lbs, then the Bruce number is:

12/10 = 1.2

Which I am told is a "good" number. The bigger the number the more "power" the boat has, but we all know what happens with too much power....Some multihull racers are advertised as having a Bruce number of nearly 2. They will be very! hairy boats!

Within the PCA, the Wharrams are clearly designed to a very consistent philosophy, so comparisons will be more fair than (say) comparing the Bruce numbers of multihulls with those of monohulls, or a towering bridge-deck cat with a Wharram.

The Bruce number cannot allow for things like excessive top hamper and windage, so it should be used with care. Rig variations will also play a part - is 200 sq ft of sloop as useful as 200 sq ft of cutter, or schooner - & which point of sailing is used as for the comparison? If we use common sense when drawing comparisons all will be well.

With the details given in the Wharram Design Book, we can calculate the Bruce Number for most designs at empty weight and at designed displacement. On any day your boats Bruce number will depend on the sail set and the load carried, so please remember it is ONLY a guide! The following numbers were calculated using the figures given in the Wharram Design Book, 4th updated edition 1996. Where loading capacity has been given as "2-4 people" I have made the assumption that people can be 200lbs each.

The figures are computer generated, but I may well have mistyped, and you are encouraged to check for errors if a result looks out of order. E&OE!

Area (1) is the standard rig, area (2) is the maximum sail area quoted.

Disp(1) is the empty weight, Disp(2) is the maximum weight quoted.

Four Bruce Numbers are then calculated

B(1) is the maximum weight, minimum sail Bruce number
B(2) is the maximum weight, maximum sail Bruce number
B(3) is the minimum weight, minimum sail Bruce number
B(4) is the minimum weight, maximum sail Bruce number

Design name & length	Area(1) B(1)	Area(2) B(2)	Disp(1) B(3)	Disp(2) B(4)
Classic designs				
Maui	100	200	400	1200
16	.94	1.33	1.36	1.92
Hinemoa	173		1150	2150
23	1.02			1.25
Tanenui	310	384	2240	4480
28	1.07	1.19	1.35	1.5

Tangaroa	410	680	4480	7840
MK IV 35	1.02	1.31	1.23	1.58
Raka	415	627	3808	7168
36	1.06	1.3	1.3	1.6
Narai MkIV	529	840	7840	15680
40	.92	1.16	1.16	1.46
Ariki	712	977	717811648	
45	1.18	1.38	1.38	1.62
Tehini	820	1346	8960	17920
51	1.09	1.4	1.38	1.77
PAHI Designs				
Pahi	295	480	3360	5600
31	.97	1.23	1.15	1.46
Pahi	640	1000	7840	14560
42	1.03	1.29	1.27	1.59
Pahi	1400		17920	28000
63	1.23			1.43
TIKI designs				
Hitia	110		190	640
14	1.22			1.82
Hitia	160		295	845
17	1.34			190
Tiki	208		790	1790
21	1.19			1.56
Tiki	285		1550	3250
26	1.14			1.46
Tikiroa	302		1550	3250
Pahi 26	1.17			1.5
Tiki	385		2200	4400
30	1.2			1.51
Tiki	386		3000	5200
31	1.13			1.36
Tiki	573		6600	11000
38	1.08			1.28

Interpretation

It's not hard to see that the beach cats will go like a shell - with no crew! B4 is always higher than in a real situation, but is included so that we can see where the limits lie.

B2 and B3 often turn out to be very close in value. This suggests that variation in the rig chosen will maintain a sensible Bruce number within the designed weight range of the hull.

If heavy laden, we can carry a bit more sail and still be safe. How much more sail depends on other factors, such as our beam. Fortunately this has already been covered very thoroughly in the papers available from James Wharram Designs.

B1 is always the "worst" number, but if we are under our working rig at full load, AND there's enough wind, we will most probably be going "fast enough". It seems Wharrams can sail past the majority of other craft in safety.

Going for a big sail plans and thus generating a huge Bruce number without taking safety into account has earned cats a poor reputation. It is unfair that the good (Wharram) designs are tarred with the same brush, but such is life.

An aside - I told one of my monomaran lead-lugger pals that I planned to attend the PCA meet and get some Wharram hours in. His response was "Wharram cats are fast - I can never keep them in sight even if they're half my size." His view was that all he ever saw was tail-feathers. Mine is that I want a safe sea-boat with adequate speed. He'll get the point eventually.

Comments invited - discussion encouraged, and many thanks to all at Southdown this year who made my stay so memorable. I'll be back....

Ben Mullett

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Clapham,
Beds MK41 6ET Tel 01234 347630

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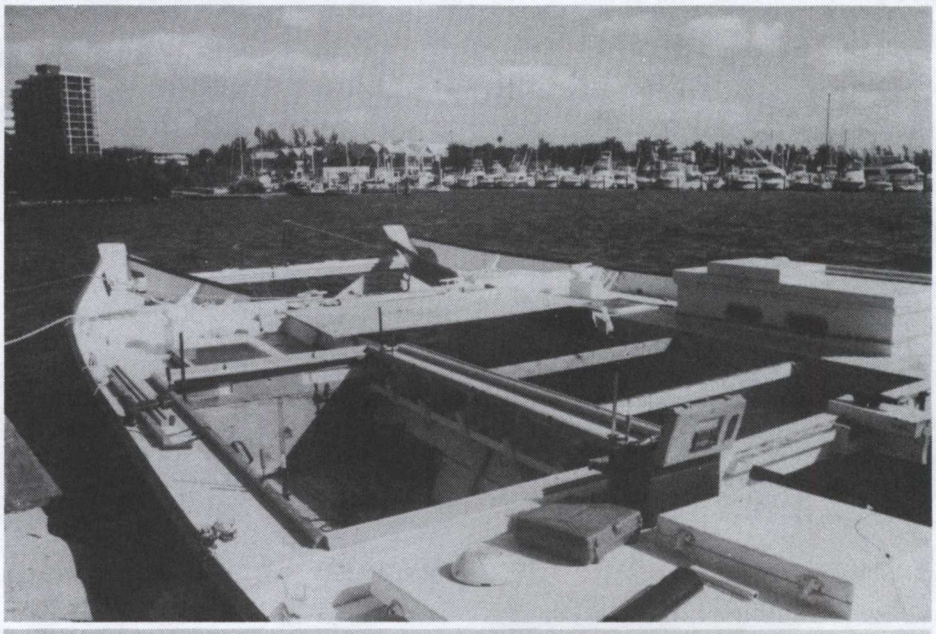
ORO Reborn

Odile Mailian - Miami Beach, Florida continues the story of their rebuild project, first mentioned in the Sea People, News from Sea People , March 1996.

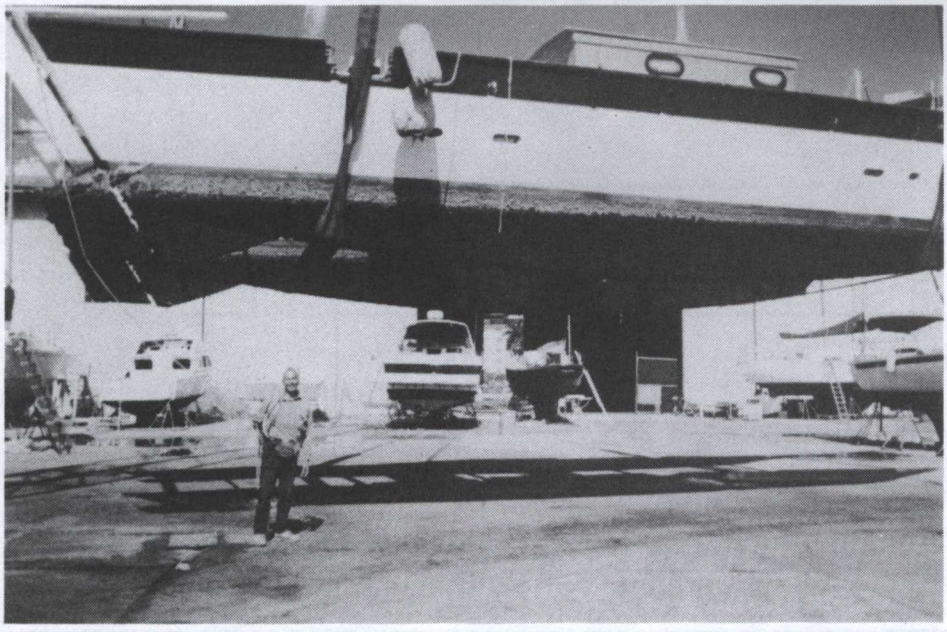


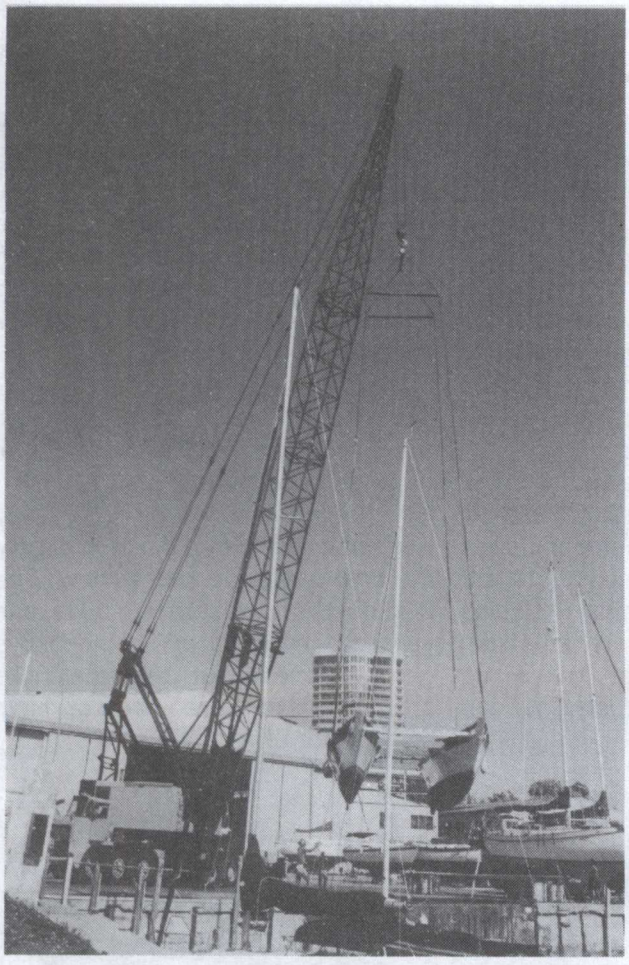
Photos

Top: The cat is seriously dismantled before being hauled outof the water.

Middle: The cabin top woodwork well on the way, just before haul out.

Bottom: Boy! George is excited to see the cat in the air. This is before we started work on the keels and engines.

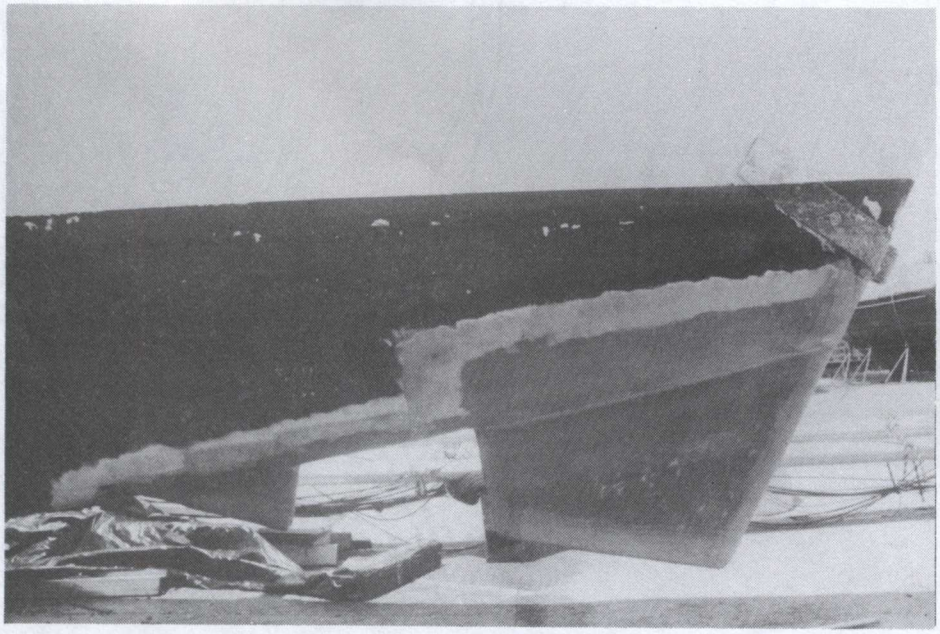




Photos
Top left: The lift in progress. Spreaders in use on crane strops and new beams installed.

Top right: Engine installation, one per hull under way.

Bottom: Skeg arrangement to allow stern tube etc.



stop press

Two Girls, Two Catamarans

Ruth tells us that they would like to reprint James Wharrams book (out of print for some years) with updates and extra photos. This seems important to us in the 40th anniversary year. Ruth would like to hear from anyone with suggestions for ways to finance the reprint.

Contact Ruth at James Wharram Designs

CAT CORNER

Cowes -Isle of Wight.

Even the busiest water in the world, the Solent, has a hiding place for Polycats. The Isle of Wight's first town, Cowes, is more than a mooring for the unimaran community in August!
Local knowledge is passed on by

Cowes, the Mecca of British sailing, is located on the Isle of Wight. During Cowes Week it is an unforgettable spectacle of sail, colour, bronzed bodies, and all the very best of racing sailing on display for all to see. Cowes is always worth a visit every few years. But where does a poor-ish sailor leave his boat?

For sea people like us I know just the corner.

Head straight South, down the Medina river for about 2 miles to the Folly Inn on the left hand side. Who, on the South Coast (and especially in the Solent), doesn't know the Folly? If you don't, the word 'INN' is written in huge white letters on the roof, so you can't miss it. But don't stop there when you do see it - you're after the cat corner first. So keep right on for about another half-mile to the last of the wooden marker posts on the starboard side. Ease over to starboard when you pass and go between the post and the green starboard hand marker buoy with the vertical reflective strip.

Then, immediatley on your right is a grand anchorage, formed on the inside of a slight curve to the right, and clearly marked by the hulk of an old wood and iron trawler, poked bows-on into the corner. She's been there for about 25 years and looks like it.

Now, the best is yet to come. Just after the Folly you enter upon the jurisdiction of the Newport Harbour Authority, not the Cowes one - AND THEY CHARGE NO FEE. In other words you can anchor for nothing. Unbelievable. At any time. Cowes week included.

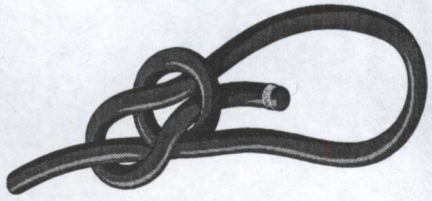
Nevertheless, I do recommend a goodwill tenner or so for the (Newport) harbourmaster to be found at his office near to The Folly, or on his boat at the Folly Inn jetty.

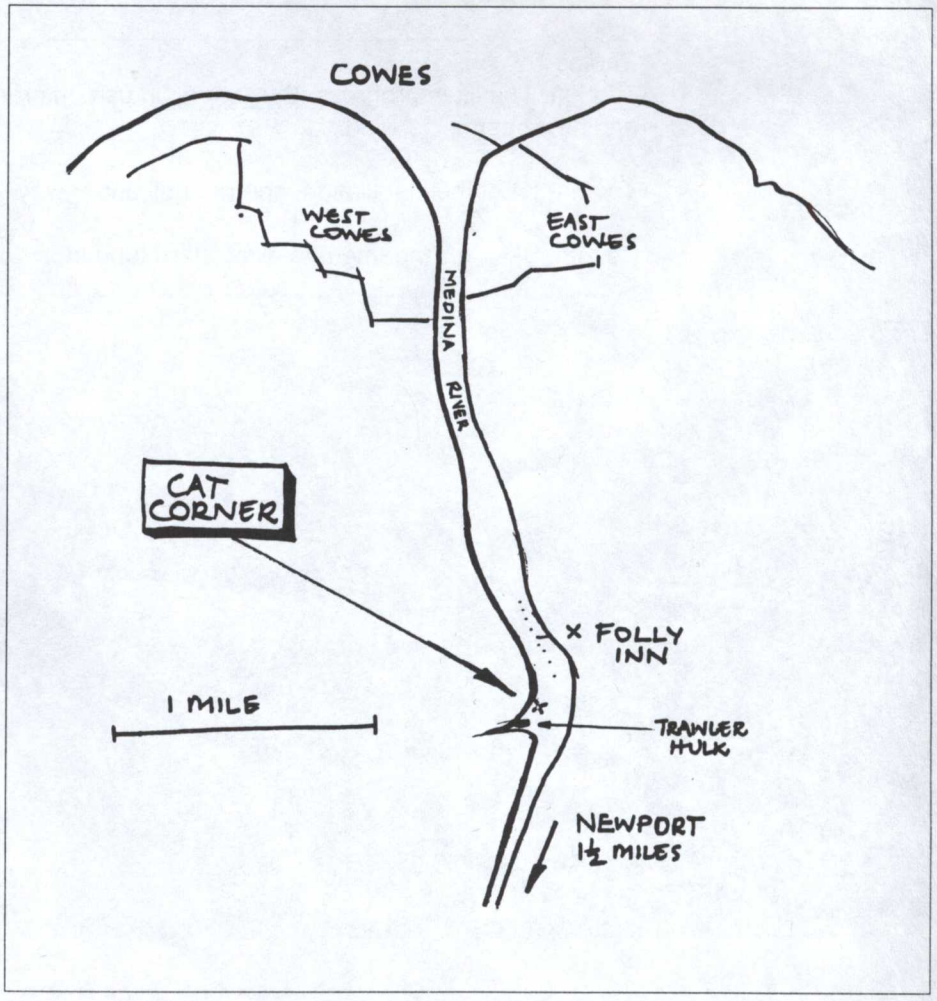
The main snag with this corner is that you are twenty minutes or so from where it's all at - the centre of Cowes - that is, so you'll need a decent outboard an the dinghy. A nice thought too is that there are eight public slipways in West Cowes and three in East Cowes, so you can leave the dinghy there - (a long painter please). I think that the best place is the town Quay, near the ferry terminal, the building with the clock. It might get moved along and the kids might play near it but there's no charge of course.

The anchorage itself dries out, but it has good holding ground and there are no obstructions. The nearer you get to the starboard hand bouy, the more water you'll have; but don't drift outside of them because pretty big coasters steam up the river on the tide to Newport.

This corner is quiet, it's pretty, there are good open views, and lots of birds. see you there!

Footnote: The Folly Inn is probably the best waterside pub I know. The breakfasts in particular are huge, and very reasonably priced. All the food is good and cheap, but I think the drinks are rather expensive. They do have showers for £1 a time.





NEWS FROM SEA PEOPLE

Australia

David Mitchell sent us a copy of "CROSS BEAMS" the Australian newsletter, with accounts of the launching and sailing of several antipodean Wharrams.
Alex Milne described sailing his Hitia 17 "Jodi":
"All in all we are very pleased with our little boat, we like the way she slices through a chop and the way she heels just so far and no further In a gust and the surge of power. When it blows really hard the lee hull depresses and the jets of water hitting the crossbeam bog her down, then you take in a reef and of she goes, just as fast if not faster than before. She is a very sedate and well behaved young lady with the reef in, but when the winds die down, shake out the reef and she sparkles once more. If it blows too much and gets to rough we can take the main down altogether, a bit of a chore on the heaving trampoline with an 18' sprit to lower and stow but after that no problems, we slow right down bobbing over the waves like a duck instead of driving through them, we just have to gybe instead of tack, no big deal. In calmer and warmer weather she chuckles contentedly on her way as we cut across the lake or follow the shoreline admiring the flocks of black swans, pelicans, black ducks, whistlers coots, black and pied cormorants and herds of cattle wandering down to drink. We really have a boat for all seasons".
Editor Carl Reynolds appeals in his report for more material, saying that the newsletter was delayed through not receiving any articles from members. Please when you do write to Carl, sent the SeaPeople a copy as well! Adrian has the same problem. (Don't forget the photo's)

Barbados

E mail from Harold Godard
13/05/96
<13463006305281@sunbeach.net>
Dear Scott,
Thank you for your very prompt reply. As long as I know that the draft was received and that things are in train that's fine. Having often been a "volunteer" I know exactly how things work in most organization. A small group seem to end up doing ALL the work!
I'm really looking forward to the magazines. It will be nice to get caught up on what's going on these days. Wendy and I remember the old "pioneer" days fondly (Kiskadee is ORO #12, built 1969 -1973) The "magazines" back then were typed and "gestetnered" !!! In those days we were the lunatic fringe!!!
We try when possible to entertain any Wharram crews that turn up in the bay here, but to be honest there have not been many these last couple of years. We're on the watch for Big Tiddles at the moment but it's getting late in the season so maybe they have delayed a year. The owner's daughter (Joanne) was with Nick Skeates on Wylo II, who we saw a lot of and took out a couple of times on Kiskadee.
Scott, when (if?!!) you get a spare minute or two sometime, I'd like to hear about your ORO. It sounds as if you charter her or something. I've always thought it a shame that Wharram excluded her from his catalogue as she really seems to be one of his "special" designs. All the ORO owners I've ever spoken to have felt the same.
Kiskadee carries the Spritsail Ketch rig (Great until a dead run or a beat... but we chose it for it's multitude of small sails easily handled by Wendy when necessary), has a daggerboard in the port forward bunk cabin (James was NOT pleased at the time!), and a Volvo MD2B diesel between the hulls with a retractible prop (13' shaft). She operates on the KISS principal, and we have tried to keep her that way as it allows us to do all the maintenance ourselves, and to spend more time sailing than waiting for parts or fixing gadgets!!
If any Wharrams that you know of coming this way want a contact here, feel free to give them our phone #s, and we will try
to extend some "Bajan " (Barbadian) hospitality to them.
Wendy Work (till 2.00pm) 429-5419.
Harold Work ... 431-2197
Home ...435-6604
Better still, why don't you bring YOUR Oro down for a visit some year, I promise you, you will enjoy it!! We hope to take Kiskadee down the Islands for the last 3 or 4 weeks of July. We go most Summers, but missed last year, because we had
work to do.
Well, Scott, I've rambled on far longer than intended. Once again, thanks for the quick reply, and don't forget to give me some info on Mannini, when you get a minute or two.
Best Regards,
Harold.

Canada

Andy Whitehead of British Columbia writes: "Well I'm into the fourth year in the resurrection of our Oro aka **"Saturna Traveller".** This year is the first time I can devote a lot of my time to fixing things up.
So far I have repaired all the rot in the decks, deck beams and coamings. Made new beams (James okayed the widening to 22') Rebuilt hatches, main and lazarette and forecastle in both hulls.
Epoxy coated the bilges, built new galley adding stove with oven and sink. Gutted one berth stbd. hull foreward, to be used as head and sit down shower. Added water tanks, force 10 ceramic propane heaters, (These are beautifully made and compact, and promise 4000-12000 BTU of dry heat. Each has its own 3" OD stainless chimney) one of these in each hull.
Built battery boxes (one in each hull) Panel and master switches (one for each hull).
As I'm writing the weather is improving daily, so now is the time to do the work on the under body which includes epoxy coating (high build) bottom and adding rubbing strips and possibly "vortex generators", the info on these is very sketchy and I would like to build these onto the sides of the rubbing strips. Are there any real tried and true patterns of them which I could base mine on? Any help would be appreciated.
Since our weather here can be character forming, I am thinking of a

spacious and comfortable. I'm enjoying every minute of this project and hope to launch this fall or early 1997. I hope to hear from anybody who can help with the above questions. *Mannini Pahi is an Oro, she belongs to member Chris Dunn and is skippered by Scott Brown. Mannini doesn't have a centre cabin, she has a centre cockpit, as seen in this photo taken at the UK summer meet.*

France

Phillipe Dubbs writes from Merysuroise to say:

You have not heard from me because I have been busy on a Pahi 31 that I bought last summer, winter gave me a little rest but my mind still works, not dreaming anymore. I bought this boat from a friend who had to stop building because of a motor cycle accident that hurt a shoulder. The boat is more than I expected but but the pressure to finish it is beyond measure! She takes all my mind, often upsets me like I had a double life, one with my wife and friends and one with the boat. I work alone and this type of boat is not used much in France. I have all the epoxy to do, all the rest is done.

I am not used to be in an association and I feel far from all this that goes on in the magazines. Dreaming again and again? I need a hand, to build and to sail! Stand by for news of my progress, I am waiting a place to work near the place I live because I am 100 miles away from the boat!

Ireland

*From David White of Dublin: "*Fiace O'Brolchain's Pahi 42 has been launched at last. She is lying in the Grand Canal Basin in Dublin Port. However, much finishing work needs to be done before sea trials. Fiace has just been appointed Editor of 'The Irish Skipper' the newspaper for the Irish fishing industry, so completion date will be some time next year"

St Lucia

Pearl and Eric wrote while "Ton Ton Micot" was in the boatyard at Rodney Bay. "All the work on the boat is completed but unable to move because I decided to buy a 9.9 hp four stroke outboard motor to replace my old one, "We can get you one", said the manager of the chandlery "It will take four days, no problem". ***NO PROBLEM!*** those famous two words, out here everything is "No problem"- So in an Island where they practice bureaucracy to the 'nth' degree, coupled with mistakes and sheer incompetence I am still waiting for a wiring harness!

The boat looks great in its new colours, black and white, I got hold of a second hand Genoa, made a net to replace the foredeck and already have a new list of work to do in the future!

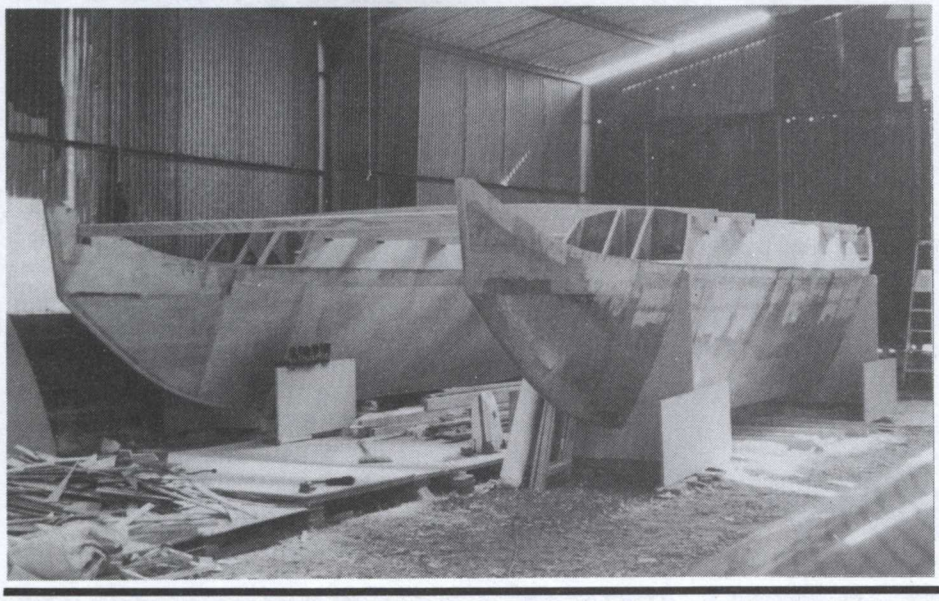
Had a chat with Jacques Grassart on Mk. IV Tangaroa "Allegro" sailing solo down to Trinidad, also met the chap who runs the Tikis on Lake Kariba, Zimbabwe. Small world.

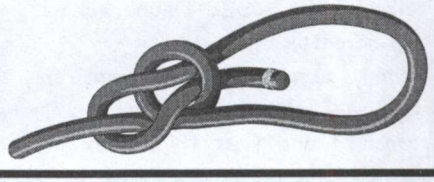
So that's how life goes under the awning (Worth every penny) in a West Indian boatyard".

UK

John Cook E mails:
(jcooke@roe.ac.uk)

"At last *"Aoraki"* has been in the water! I collected my sails from the sailmaker (Owen sails) last weekend and we launched on Sept. 15th. The boat is Hitia 14 sized but not a Hitia! After seeing the study plans I thought a rather simpler version could be built and consequently didn't see the point of buying plans when I would be drawing it myself anyway. However *"Aoraki"* is very Wharram-inspired (as you will see when I send some pics). and sails beautifully, we were out in about F4 with F5 gusts and it was great fun. No hulls out of the water, thankfully, unlike the Hobie sailing in the same bay!





DITTY BAG

Book Review

WILD FOOD - A unique photographic guide to finding, cooking and eating wild plants, mushrooms, and seaweed.

Joke Snel

My idea of a perfect day is to sail up a quiet creek, get the dinghy out and get my bearings on the land. I love walking on the shore, or on some half-forgotten footpath, getting to know what grows where and how I could use it, should I feel like it.

A book which I've had and cherished for years, and which fortunately is in print again, is "Wild Food" by Roger Phillips. Less well known than Richard Mabey's "Food for Free", the beautiful photographs and the many interesting recipes do encourage you to actually use the book. You may not want to make oak leaf wine aboard your TIKI 21, but it's certainly feasible to make sea beet soup or to have elderflower fritters for dessert. There are recipes for finds like seaweed and samphire, and the caption under one of my favourite photographs reads: "Fennel adds to the flavour of fish when you use it as a bed to grill on. I thought the tide was going out but it came in and my

PCA LONDON WINTER MEETING

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on
Saturday 30 November 1996

(Limited Floor space available for those who wish to sleep over)
For details, write to John and Helen at the above address or phone
Clive Wintle on 01924 894354 (After 19.00)

UK South Area Meet at Poole on weekend of 25/26 June 1996.- Ken Hook reports

This is a bare bones report on the meeting. It will be followed in a later issue with a full length article naming the guilty etc. Three local boats took part: my Tiki 21 'KENTIKI', Paul Barnett's Tiki 26 'MADGIC' and Peter Wood's Tiki 25 'SISUMARI'. Howard Speight trailed his Tiki 21 'ICARUS' from Beverley. Very smart boat too. If we'd given the usual prizes for greatest distance sailed to the meet and for best turned out boat Howard would have won them both. (Distance sailed was from Rockley Point to the start at Baiter Point).

This was the first meeting I'd organised and it showed me that I have to plan a bit better in the future. It was a slightly confusing meeting as the four boats were never together at any time and as Keith Pearce and family were approaching the BBQ site on foot, Anita and I were sailing away after I'd jumped in and pushed us off a lee shore. Still I had better luck than Peter and his crew with SISUMARI, he managed to neap himself for the weekend. Tell you what Peter, if you pay me enough money I won't tell anyone why your mast came down later. But you must get rid of your obsession with half cocked attempts at solid wire racing rigging on polycats.

Scott and Steven Pearce had an exciting but wet sail on my boat on the Saturday and Peter Aldous crewed for Howard on the Sunday. The BBQ took place a couple of hours late after a windshift made the site tenable again and was a comfortable anchorage for the night. Generally brisk conditions throughout with a reef in most of the time. Howard got diverted rescuing a drifting speedboat off Studland on Saturday and then getting a tow in turn back through the Swash. As I said ther will be a full length article later but I can tell you that there will be a meeting at Poole on the weekend of 26/27 July 1997.

By Air

If undelivered return to : PCA. Southdown Marina, Millbrook, Torpoint, Cornwall. PL10 1HG ~ UK

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